

Ordinance 50

AN ORDINANCE TO ESTABLISH THE POLICY AND LEVEL OF SERVICE IN RESPECT TO CLEARANCE OF SNOW OR ICE AND MAINTENANCE OF THIS COUNTY'S SECONDARY ROADS DURING THE WINTER MONTHS.

BE IT ORDAINED

BY THE BOARD OF SUPERVISORS OF UNION COUNTY, IOWA:

SECTION 1 – PURPOSE

The purpose of this ordinance is to establish this County's policy and level of service in respect to clearance of snow or ice and maintenance of its secondary road system during the winter months, as provided in HF 2487, Section 10(2), Acts of the 63rd GA., Second Session, and pursuant to the provisions of Section 309.67 Code of Iowa. This policy and level of service are to be implemented within the amount of money budget for this service, and as contained in this County's secondary road budget as submitted to and approved by the Iowa Department of Transportation and adopted by the Board of Supervisors.

SECTION 2 – LEVEL OF SERVICE

Clearance of snow or ice and maintenance of the secondary road system during the winter months is primarily for the benefit of the local residents of this County. Each storm has individual characteristics and must be dealt with accordingly. The portion of the roadway improved for travel will have upon it snow and ice in a compacted condition. These conditions may be continuous, or they may be more concentrated on hills, in valleys, curves, and/or intersections. The County's existing snow removal equipment will be utilized for this purpose. All clearance of snow or ice, sanding, salting, and other maintenance respecting winter conditions shall be accomplished within the amount of money budgeted for this service. The entire width of that portion of the road improved for travel may not be cleared of snow, ice, compacted snow and ice, or frost. Snow cleared from that part of the roadway improved for travel shall be placed on or in the adjacent shoulder, ditch, or right of way. Snow can be expected to accumulate adjacent to the traveled portion to the extent that motorist's sight distance to both the left and right may be greatly reduced or impaired. The snow removed from intersections will be piled in its corners in piles of unequal height. The line of sight, sight distance, or visibility of motorist approaching these intersections may be greatly reduced or impaired. The County shall not responsible for snow pushed or otherwise placed on the roadway or shoulders by others. Motorists shall drive their vehicles during these conditions with additional caution and watchfulness, especially in respect to the surface of the roadway, and reduced or impaired visibility, and are advised to reduce their speed accordingly. In respect to roadways that have only one lane open further extreme watchfulness and caution should be exercised by the motorist, and their speed should not exceed 10 miles per hour. During these conditions no additional warning or regulatory signs will be placed warning of

impaired sight distances, visibility at intersections, road blockages, one lane conditions, or that the road surface is slick or slippery, or what the advised speed should be.

SECTION 3 – SEQUENCE OF SERVICE

In the implementation of snow and ice removal and other maintenance of the County's secondary road system during the winter months, the County Engineer shall select the actual sequence of roads to be cleared as provided for in this Section of the Ordinance, and shall determine when drifting, wind velocity, additional snow or snowstorms require that the snow removal equipment be removed from the roadway, or that additional clearance of paved routes be accomplished prior to the clearance of unpaved roads. The following sequence shall control, except in emergency situations, or if in the professional judgment of County Engineer, or his assistant, or their designate, a different sequence is necessary. There is no time limit after a winter storm in which any of the below sequence of clearance, on paved or unpaved roads, shall take place.

PAVED ROUTES

1. The initial effort will be to get all routes open to one lane traffic as soon as possible.
2. After one lane traffic is possible, subsequent snow removal will be carried out to open routes to two lane traffic as soon as possible.
3. The truck mounted plows and spreaders will not normally be in operation between the hours of 5:00 PM and 5:00 AM. The trucks may be called off the road if snow and blowing reduces visibility to hazardous working conditions, in the professional judgment of the County Engineer or his delegated representative.
4. When required, due to drifting snow, motor graders may be used to keep the paved roads open and the opening of rock roads may be delayed.
5. Union County does not expressly or impliedly represent that roadways will be maintained in a "dry" pavement condition.

Roads may be treated with salt, sand or other abrasive. All of the road may have this treatment, or only in certain segments of the roads such as intersections, hills, curves, and sheltered areas of the road. Between snowstorms, re-sanding, re-salting or re-application of abrasives may be suspended subject to the professional judgment of the Union County Engineer. This sequence of service will normally be performed between the hours of 5 AM and 5 PM, but reduced service may occur on Saturdays, Sundays, and/or holidays.

UNPAVED ROADS

1. The initial effort will be to get all routes including school bus routes opened to one lane traffic as soon as possible after a storm has passed.
2. After one lane travel is possible, subsequent snow removal will be carried on during normal working hours.

3. Motor graders will normally only remove snow between the hours of 5 AM and 5 PM, but reduced service may occur on Saturdays, Sundays, and/or holidays. Roads may not be cleared if the wind is causing continual drifting.
4. To reduce the risk of rock loss, rock roads will only have snow removed after significant snowstorms.
5. Dirt roads will not will not be cleared of snow and ice on a regular basis. Snow and ice will only be removed by reasonable request after all other roads are open and widened back and only during normal working hours.
6. Ice-covered rock roads within 250 feet of an active at-grade railroad crossing may be treated with salt, sand, or other abrasive after paved road routes are treated and widened back and only during normal working hours.

PRIVATE DRIVES

The County will not clear snow from private drives, except at school bus turn-around locations. Normal snow removal operations removal operations may result in snow being deposited in private drives. Snow from private drives shall not be placed on the roadway or shoulders.

SECTION 4 – LIMITATION ON SERVICE

The policy and level of service provided for in this Ordinance shall not include, and the following services shall not be performed:

1. Sanding, salting, or placing of other abrasives upon the roadway that are slick, slippery, and dangerous due to the formation of frost.
2. Sanding, salting, or placing other abrasives upon paved roadways due to freezing rain that occurs outside the county's normal working hours.
3. Placing of additional warning or regulatory signs warning of impaired sight distance, visibility at intersections, road blockages, one lane conditions or that the road surface is slick or slippery, or what the advised speed should be.
4. Sale of County-purchased salt and sand to members of the public or private businesses.

SECTION 5 – EMERGENCY

The sequence of service may be suspended during "Emergency" conditions. An "Emergency" condition shall be considered as one where a loss of life is probable, where a serious injury has occurred, or where extensive loss of property is imminent. These conditions should be verified through a physician's or sheriff's office. The County will respond to all "Emergency" conditions, either during or after a snowstorm.

The provisions of this Ordinance shall be further suspended in the event the Governor, by proclamation, implements the State disaster plan or the Chairman of Board of Supervisors, by proclamation, implements that County disaster plan. If such occurs, the County personnel and

equipment shall be immediately subject to the direction of the Governor or the Chairman of the Board of Supervisors.

Approved 12-02-2019

CHAIR:



ATTEST:

