

## HARDIN COUNTY ORDINANCE NO. 16

Title: An ordinance establishing 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 Enacted** by the Board of Supervisors of Hardin 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, pursuant to the provisions of Section 668.10(2), **Code of Iowa**. Except for "Emergency" conditions, defined in Section 5, as determined by the County Engineer's professional judgement, this policy and level of service are to be implemented within the amount of money budgeted for this service, 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. Clearing the roads at any cost is not the County's policy.

**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, valleys, curves, and/or intersections. The County's existing snow removal equipment and personnel will be utilized for this purpose. On occasion County personnel may be unavailable due to the Omnibus Transportation Employee Testing Act of 1991. Except for emergencies as determined by the County Engineer's professional judgement, all clearance of snow and 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 a 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 motorists approaching these intersections may be greatly reduced or impaired. The County shall not be responsible for snow pushed or otherwise placed on the roadway or shoulder 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 at least 25 miles per hour below that legally permitted or advised under normal conditions. 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 that warn 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 this ordinance, and shall determine when drifting, wind velocity, and 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 gravel and dirt roads.

A. Paved routes.

- (1) The initial effort will be to get all routes open to two-lane traffic as soon as possible.
- (2) After two-lane travel is possible, subsequent snow removal will be carried on during normal working hours.
- (3) The truck mounted snow plows and spreaders will not normally be in operation between the hours of 5:00 p.m. and 5:00 a.m. The trucks may be called off the road if snow and/or blowing snow reduces visibility to hazardous working conditions, in the professional judgement of the County Engineer or the County Engineer's delegated representative.
- (4) When required, due to drifting snow, motorgraders may be used to keep the paved roads open and the opening of gravel roads may be delayed.
- (5) It is not the policy of the county to provide a "dry" pavement condition.
- (6) After roads have been plowed as provided in this section, intersections, hills, and curves may have placed on them, salt, sand or other abrasives. These intersections, hills and curves will not be resanded, resalted, or have other abrasives replaced on them between snowstorms. This sequence of service shall be performed only between the hours of 5:00 a.m. and 5:00 p.m. each day, exclusive of Saturdays, Sundays, and legal holidays observed by County employees.

B. Unpaved roads.

- (1) The initial effort will be to get all 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) Motorgraders and/or truck plows will not normally be in operation between the hours of 5:00 p.m. and 5:00 a.m. Gravel roads may not be plowed if the wind is causing continual drifting.
- (4) Snow may not be removed from roads designated as Level B.

C. Private drives.

The County will not clear snow from private drives. Normal snow removal operations may result in snow being deposited in private drives. Snow from private drives shall not be placed on the roadway or shoulders. Any mailboxes damaged during snow removal operations shall be covered by the County's mailbox policy.

There is no time limit after a snowstorm in which any of the above sequence of clearance, on

paved or unpaved roads, shall take place.

**SECTION 4. Limitation of Service.** The policy and level of service provided for in this Ordinance shall not include the performance of the following services:

- A. Sanding, salting, or placing of other abrasives upon the roadway that are slick, slippery, and dangerous due to the formation of frost.
- B. Sanding, salting, or placing other abrasives upon paved roadways due to freezing precipitation that occurs outside the county's usual working hours.
- C. Sanding, salting or placing abrasives upon any road, except for paved roads. If in the opinion of the County Engineer ice has built up on hills and intersections on the gravel system so as to become dangerous, sand will be applied to these locations. This will only be done after other mechanical means have been tried and failed, such as scraping with motorgraders.
- D. Resanding or resalting for freezing and thawing between snowstorms.
- E. Removing of sand, salt or other abrasives.
- F. Placing of additional warning or regulatory signs 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 5. Emergency Conditions.**

- A. The Hardin County Engineer may suspend the level of service or sequence of service 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. An "Emergency" condition reported by the public shall be verified through the 911 dispatcher or sheriff's office.
- B. The provisions of the Ordinance shall be further suspended in the event the Governor, by proclamation, implements the State disaster plan, or the Hardin County Emergency Management Director, by proclamation, implements the County disaster plan. If such occurs, the County personnel and equipment shall be immediately subject to the direction of the Governor or the Hardin County Emergency Management Director.

**SECTION 6. Repealer.** All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**SECTION 7. Severability Clause.** If any section, provision, or part of this ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

**SECTION 8. When Effective.** This ordinance shall be in effect after its final passage, approval, and publication as provided by law.

Passed by the Hardin County Board of Supervisors on the 18th day of  
October, 1995.

HARDIN COUNTY BOARD OF SUPERVISORS

Linn Adams  
Linn Adams, Chairman

Polly Granzow  
Polly Granzow, Supervisor

Ed Bear  
Ed Bear, Supervisor

ATTEST:

Renee McClellan  
Renee' McClellan  
Hardin County Auditor

**Memorandum**

**To:** Hardin County Fire and Ambulance Crews  
**From:** Bob Haylock  
**Date:** December 13, 1996  
**Subject:** Emergency Procedure

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It appears that winter is here, therefore I would like to remind everyone what procedures are to be used when you get calls regarding roads that are blocked with snow. The quickest way to get help is to contact the Sheriff's Office. The dispatcher will in turn get in touch with my Maintenance Superintendent or myself and we will assign the appropriate equipment to get the road open so that you can get to the emergency scene. Once our operators are assigned to the job and are in their vehicles, you should be able to contact them through the Sheriff's Office by radio. Each of our pieces of equipment are equipped with radios and the Sheriff's Office can talk to them directly.

My plow operators will stay with you in order to provide whatever assistance they can. They are authorized to take an ambulance all the way to the hospital if necessary. It is recommended, however that an attempt be made to get the State to open State Highways. If that is not possible or will result in an unacceptable delay, relay that information to my operators and they will assist you.

Thank you,



Robert L. Haylock, P.E. & L.S.  
Hardin County Engineer

RLH/cav