CHAPTER 7.60
SECONDARY ROAD
SNOW AND ICE
CLEARANCE AND MAINTENANCE POLICY

7.60.010 TITLE: This Chapter shall be known and may be
cited and referred to as the “Secondary Road
Snow and Ice Clearance and Maintenance Policy”
Ordinance of Pottawattamie County, Iowa.
(Ordinance #2003-03/February 22, 2002)

7.60.020 PURPOSE: The purpose of this Ordinance is to
establish Pottawattamie 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, specifically defined as
November through April, as provided in HF
2487, Section 10(2), Acts of the 63rd G.A.,
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 budgeted for this service, and
as contained in Pottawattamie County’s secondary
road budget as submitted to and approved by the
Iowa Department of Transportation and adopted
by the Pottawattamie County Board of
Supervisors. (Ordinance #2003-03/February 22,
2002)

7.60.030 DEFINITIONS: For the purpose of this
Ordinance, certain terms and words used herein
shall be defined as follows:

.01 COUNTY: Pottawattamie County, Iowa.
(Ordinance #2003-03/February 22, 2002)

.02 BOARD OF SUPERVISORS: The Board
of Supervisors of Pottawattamie County,
Iowa. (Ordinance #2003-03/February 22,
2002)

.03 COUNTY ENGINEER: The County
Engineer of Pottawattamie County, Iowa.
(Ordinance #2003-03/February 22, 2002)

.04 COUNTY SHERIFF: The County Sheriff
of Pottawattamie County, Iowa. (Ordinance
#2003-03/February 22, 2002)

.05 EMERGENCY: A condition where loss of
life is probable, where a serious injury has
occurred, or where extensive loss of property is imminent. (Ordinance #2003-
03/February 22, 2002)

7.60.040 JURISDICTION: The provisions of this
Ordinance shall apply to all of the unincorporated
territory of Pottawattamie County, Iowa.
(Ordinance #2003-03/February 22, 2002)

7.60.050 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 the 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 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. 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 and as
practicable. 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 lines of sight, sight
distance for 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 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 at least twenty-five (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 ten (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.
(Ordinance #2003-03/February 22, 2002)

7.60.060 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, and additional snow or
snowstorms require that the snow removal
equipment be removed from the roadway, or that
additional clearance of paved roads be
accomplished prior to the clearance of gravel and
dirt roads. The County Engineer’s professional
judgment shall prevail unless it is clearly
erroneous. (Ordinance #2003-03/February 22,
2002)

.01 PAVED ROUTES
1. The initial effort will be to get all
routes open to one-lane traffic as soon
as possible and or practicable.
2. After one-lane travel is possible,
subsequent snow removal will be
carried on during normal working
hours.
3. The truck mounted snowplows and
spreaders will not normally be in
operation between the hours of 5:00
P.M. - 5:00 A.M. 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
gravel 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 the section, intersections, hills, and curves may, but not necessarily, have placed on them, salt, sand, or other abrasives. These intersections, hills, and curves may not be resanded, resalted, or have other abrasives replaced on them between snowstorms.

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. (Ordinance #2003-03/February 22, 2002)

.02 UNPAVED ROADS
1. The initial effort will be to get all routes opened to one-lane traffic as soon as possible and/or practicable 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 and/or truck plows will not normally be in operation between the hours of 6:00 P.M. - 6:00 A.M. The motor graders and/or truck plows 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. Snow may not be removed from roads designated at Level B. (Ordinance #2003-03/February 22, 2002)

.03 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. (Ordinance #2003-03/February 22, 2002)

.04 MAILBOX AND FENCE REPLACEMENT: The County will assume no liability for mailboxes and fences damaged because of snow removal unless such action can be determined to be malicious. (Ordinance #2003-03/February 22, 2002)

7.60.070 LIMITATION OF SERVICE: Notwithstanding anything else stated in this ordinance, the policy and level of service provided for in this ordinance shall not include the following, and the following services shall not be performed:

.01 Sanding, salting, or placing other abrasives upon the roadways that are slick, slippery, and dangerous due to the formation of frost.
.02 Sanding, salting, or placing of other abrasives upon paved roadways due to freezing rain that occurs outside the County's usual working hours.
.03 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.

(Ordinance #2003-03/February 22, 2002)