

**A RESOLUTION ESTABLISHING A POLICY FOR
SNOW AND ICE CONTROL**

WHEREAS, it is in the best interests of the citizens of Wahkiakum County for uniform policies and procedures to be adopted by the County for use in the event of ice and snow emergencies;

NOW, THEREFORE, IT IS HEREBY RESOLVED AND ORDERED, as follows:

Section 1. The County adopts the attached document titled "Snow & Ice Control Policy and Procedures" in its entirety as its policy for snow and ice control.

Section 2. This Resolution is effective immediately upon its adoption by the Board of County Commissioners.

DULY PASSED AND ADOPTED this 23rd day of December, 2008.

**BOARD OF COUNTY COMMISSIONERS
OF WAHKIAKUM COUNTY, WASHINGTON**

ATTEST:

Holly A. Pfenniger

Holly A. Pfenniger
Clerk of the Board

George A. Trott

George A. Trott, Chairman

APPROVED AS TO FORM
this 23rd day of December, 2008:

excused

Daniel L. Cothren, Commissioner

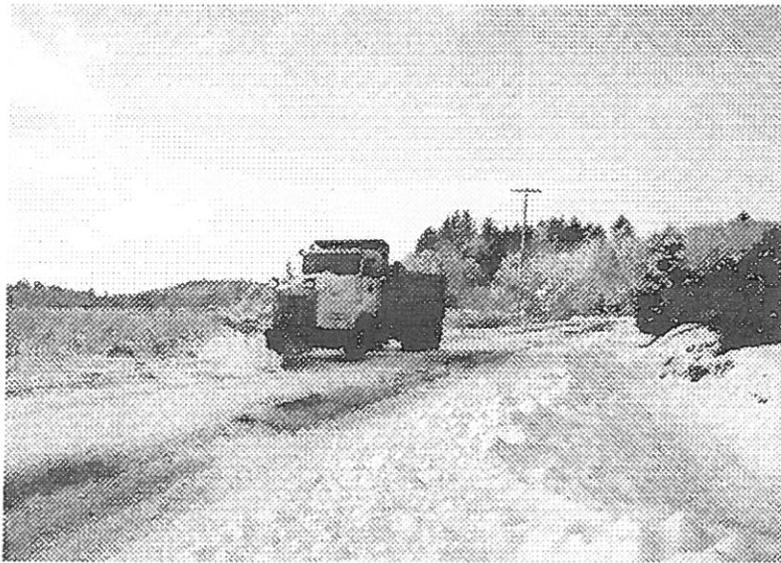
[Signature]

Daniel H. Bigelow
Prosecuting Attorney

Blair H. Brady

Blair H. Brady, Commissioner

WAHKIAKUM COUNTY
SNOW & ICE CONTROL POLICY AND PROCEDURES



Commissioner George Trott, District 1

Commissioner Dan Cothren, District 2

Commissioner Blair Brady, District 3

December 2008

Submitted by:

Pete Ringen, P.E.
Public Works Director/County Engineer

WAHKIAKUM COUNTY SNOW AND ICE CONTROL POLICY AND PROCEDURE

Preliminary Draft 12/10/08 – Version 2

DESCRIPTION

Removal of snow and ice from the roadway is considered to be work of such importance that it takes precedence over other road maintenance operations. The work is to be prosecuted as vigorously as practicable considering the availability of personnel, equipment, and materials.

Safety for the traveling public and Public Works Department personnel shall be given primary consideration at all times. Economy and efficiency of snow removal and ice response shall be goals of Public Works Department personnel.

Property owners, citizens, and visitors should not rely solely on the Public Works Department to carry out all aspects of snow and ice response. Individual plans for dealing with emergency situations and responding to events should be made to limit property damage and risk to life and health.

CLOSURES

The County Engineer or County Sheriff may temporarily close or place temporary traffic restrictions on any County road for any reason and may close any County road without delay, for up to 24 hours when conditions warrant such action. When it becomes apparent that a road section will be closed by snow, ice, snow slides, or for any other reason, immediate action will be taken by road maintenance personnel to safeguard the public.

Notice of the closure shall be given to the County Sheriff, the County Commissioners, and other appropriate organizations such as school districts. Notification of the news media shall be coordinated as necessary with the Sheriff and the County Commissioners. Steps should be taken to ensure that no one is stranded in the closed section.

Longer term closures will require action by the Board of County Commissioners.

PRIORITY OF WORK

When snowstorms start and temperatures drop below freezing, many miles of roads require snowplowing, deicing, and sanding at the same time. Snowplowing, deicing, and sanding can proceed only as fast as equipment and available personnel can safely cover the roads; therefore, there will be areas at the beginning of storms that must wait for their turn for plowing and sanding.

In order to ensure proper utilization of equipment and personnel and to accomplish the removal of snow from the regular traveled routes as it falls in the most practicable manner, a system of priorities is needed. It is recognized that although the Public Works Department may be extending maximum effort to keep the roads clear during a storm, there are some storms that they will not be able to cope with, consequently, a road may be in an unsatisfactory condition for a period of time.

PRIORITY ONE

Priority-one roads include those which provide access to rural fire stations and also include known locations which typically require concentrated snow and ice operational effort. Such locations include steep grades, sharp curves, intersections, bridges, bridge approaches, deeply shaded zones, and other similar features.

In general, priority-one class roads, or segments of roads, will require more attention at the initial phase of the storm such as the early application of chemicals or abrasives to prevent the snow from caking on the surface and allow the complete removal of surplus snow.

PRIORITY TWO

A priority-two classification shall include the balance of school bus routes not already addressed under priority-one. Because of topographic variation within the County, some snow and ice events may only impact higher elevation roads. Therefore, depending on the nature of the snow and ice event, Public Works personnel may proceed directly to priority-two classifications routes when addressing priority-one areas is not needed.

PRIORITY THREE

Priority three shall apply to all the lighter traveled sections of roads, particularly those in the more remote areas where it is not practical or economical to sustain a work force and equipment level that would provide for a rapid and total snow removal capability.

INTERSECTIONS

Windrows of snow should not be left at either side of the intersection. Reasonable efforts shall be made by County forces to clear windrows from intersections.

LIMITS OF WORK

The removal of snow by County forces shall be confined to the limits of the road right-of-way and other public approaches. These areas should be cleared the same as the road but with the main road receiving prime consideration.

OTHER GOVERNMENTAL AGENCIES

Snowplowing for other governmental agencies may be performed when equipment and personnel are available, and only after authorized by the County Engineer, on a reimbursable basis.

PRIVATE APPROACHES

The removal of the normal snowfall on private road approaches both on and off the right-of-way is the responsibility of the property owner. The Public Works Department does not assume responsibility for the removal of snow, or ice, or the opening of windrows upon the private driveway or entrance, even though snow, ice, or sleet may accumulate due to normal winter maintenance operations. All employees in or supervising snow control operations should make every effort to be just, considerate, and courteous in carrying out these policies. Exceptions may be made on a case by case basis with the approval of the County Engineer for situations such as requests by handicapped or medically disabled homeowners, or other valid emergency reasons.

ADVANCE PLANNING

The Road Supervisor shall follow-up closely on weather reports and be prepared to apply chemicals or abrasives or to start removal of snow at the beginning of snowstorms. The Supervisor shall also discuss impending weather conditions with employees to notify them of the likelihood of assignment to snow and ice operations. Once commenced, the operation should continue until the roads are clear and clean up is complete.

Early plans should be made for winter work so that snowplowing equipment, sanding supplies, radio equipment, equipment operators, sanding materials, and supplies including signs, flags, flares, first aid kits, barricades, tire chains, small tools, and equipment parts will be ready for the first frost or snowstorms.

Since various drivers may be called upon to operate sanding equipment during the winter, a card should be posted in the cab of each vehicle showing the truck speed or tachometer reading and adjustment to the sander or salt spreader to deliver specified spreads.

CLEAN-UP

An assessment of the aftermath of a snow and ice event is vital. Road crew personnel need to survey road conditions and remove any remaining road closure or detour signs and devices.

EMERGENCY ASSISTANCE

Employees may render emergency assistance to motorists (at the motorist's request) by pulling the stranded vehicle onto the roadway, provided that the vehicle is driveable and the motorist makes both their own hookup and unhook from the County vehicle. An employee should notify the County Sheriff dispatcher of any accidents occurring on the road. In no case shall the employee tow along the road any vehicle that may be unable to proceed due to lack of power or traction, except when these vehicles block the traveled way. In this instance, the stalled vehicle may be towed a sufficient distance to clear the normally traveled portion of the roadway to allow the safe passage of other vehicles. The State Patrol or County Sheriff should be notified of any vehicle left standing or parked illegally along the roadway.

Compensation of any kind for this type of assistance shall not be accepted by Department employees.

Accidents which involve County employees or equipment must be reported to the County Engineer and investigated by the Sheriff or his deputies.

MAILBOXES

It is the responsibility of individual property owners and businesses to maintain their mailboxes and supports in a condition which will sustain the impact force of snow from plowing operations. The Public Works Department will not accept responsibility for damage to mailboxes unless the mailbox was actually hit by the snowplow, in which case it will accept responsibility for reasonable repair or replacement costs.

Appendix: Public Works Department Telephone Contact list