



▶ LESSONS FROM ICE STORM

▶ PRIORITY ROADS

▶ BRINE SYSTEM

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# Hardin County

# focus

ADDRESSING THE NEEDS OF OUR CITIZENS  
FROM THE DESK OF JUDGE/EXECUTIVE HARRY L. BERRY

*Hardin County Road Department says "let it snow!"*

*County residents should be prepared for snow storms.*

*We ask that you be patient...We have 572 miles to plow!*

## "Our snow plows are ready!"



While many are dreaming of a White Christmas, our County Road Department (*pictured above*) is gearing up for another season of plowing our 572 miles of county roads. These dedicated men and women work 12-hour shifts, around the clock, until our roads are clear.

Their time can vary from 8 hours in a light snow fall to 5 days in heavy snow storms. Two work crews consisting of 12 drivers and 2 mechanics on each crew rotate to clear the 875 roads in the County.

We have approximately 3,500 tons of salt on hand this year and we will spread approximately 400 tons per day in severe weather conditions at a cost of \$16,000 per day for the salt alone!

To save several thousand dollars annually, the employees of our County Road Department developed a "**Brine-Spray System.**" We purchased 759 gallon tanks, spray nozzles, and electric pumps to build four spray units at our Road Department Maintenance Shop. With these spray systems; we can pre-treat overpasses, intersections, and hills thereby reducing the need for salt after the snow storm. The short term weather forecasts determine if we pre-treat or plow the roads.

The county has 11 tandem trucks and five single-axle trucks equipped with plows and spreaders to clear the snow. With heavy snow, we also utilize two road graders and one backhoe.

Each year we improve upon our plan utilizing **valuable lessons learned** from the prior year. As a result of the 2009 Ice Storm, we now cut back more tree limbs hanging over the roads in the summer months to make our winter road-clearing job easier.



To open our roads as fast as possible, we divide the county into five areas and clear 137 "**Priority Roads**" (main connecting roads) in each area first. Then, we turn to the non-priority roads.

