

Hardin County, Kentucky

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*Harry L. Berry
Judge/Executive*



Early East Coast settlements were battered by harsh winters. Most travel was by foot, so the most pressing problems for new settlers entailed shortages of wood and coal for heating homes. As towns grew and people established routes for travel, the early storms of the 1700s hindered commerce. Winter blizzards began to present problems that were more critical. Early attempts at snow control simply involved citizens going into the streets to level the drifts for sleigh traffic. Ordinances in many large cities required homeowners to clear their sidewalks and in some instances their streets. In the 1840s, the first patents for snowplows were issued. Major cities hired horse-drawn carts and shovelers to work with the plows hauling away the plowed snow and dumping it into rivers. As motor vehicles became common, cities sought faster ways to clear streets. Snow loaders (pictured left) were used before the modern snowplows were placed into common use.



Snow plowing created new problems—some remain with us today

Looking Forward to Today's Snow Storm Response

SNOW PLOWING

Our County Road Crews work diligently to clear the county roads of snow, ice, and fallen tree limbs.



During the recent February 2-7 storms, it took a week to clear out 581 miles of county roads because a freezing rain, then another snowfall followed the initial snowfall. Our crews were able to clear the priority roads on the first day, but following the freezing rain and the second snowfall, they were obligated to return to the primary roads. Unfortunately, these dedicated men and women could not clear the secondary roads until later in the week.

Our road crews work in freezing temperatures, 10-hour shifts, day and night, until the county roads are clear. Two work-crews, consisting of 10 drivers and 2 mechanics on each crew, rotate day and night to clear 875 county roads. It has been a very busy winter for them.



Please be patient and understand the county's 137 priority roads are cleared first before secondary roads can be cleared. Like the utility companies during a service outage, we focus on the areas where we can assist the most people first, and then work in the areas less populated.

KENTUCKY TRANSPORTATION DEPARTMENT CLEARS THE STATE ROADS WITHIN THE COUNTY

Any road within our county designated by a Route Number is a state maintained road. Examples include 31W (Dixie Highway), 313 (Joe Prather Highway), Interstate 65, etc.

County Roads are given a name such as Deckard School Road, Duggin Switch Road, etc. .

Streets within an incorporated city are maintained by the local city government.

SALT RESERVES

To save your valuable tax dollars, our county road crews developed a "Brine-Spray System". With this spray system, we are able to pre-treat overpasses, intersections, and hills, thereby reducing the need for salt after the snowstorm. The short-term weather forecasts determine if we pre-treat in advance of the storm.

At the beginning of the season, we had approximately 3,367 tons of salt on hand. With some marginal resupply, our salt supplies are sufficient. We have used the following:

Month	Tons	Salt Cost
December	711.9	\$47,605
January	990.4	\$68,139
February	1,251.1	\$82,099
TOTAL	2,956.9	\$198,081

POTHoles PATCHING

Snow plowing is not the only job our road crews perform during a winter storm. Clearing roads can mean tree trimming and/or removal of fallen tree limbs and other debris blocking the road.

After a snowstorm and before the next one, we must repair the damage caused by the snow and plowing efforts. This includes patching potholes and repairing fallen rural mailboxes.