

1. Tires compact snow.
2. Tires displace or disperse snow.
3. Heat from tires, the engine, and the exhaust system can add measurable amounts of heat to the pavement's surface.

As described previously, applied chemicals can be blown from the pavement by a passing vehicle

Wind

Wind can cause a number of problems for the operator.

Wind can blow plowed snow back onto the roadway and it can have adverse effects on chemicals applied, blowing them off the road. Wind produces drifts, which can make roads impassible even for snowplows. Drifts can extend snow removal efforts because often, when plowed off the roadway, they may quickly blow back. Sometimes plowing and treating the paved shoulders can help ensure blowing snow collects on the shoulder, instead of the driving surface.



Drifting Snow

If roads are wet, blowing snow may stick to the roads, causing snow pack. Apply salt to high point of the road. The brine will flow down and across the road and provide efficient melting. Whenever possible, allow the salt time to do the maximum amount of work.

When roads are dry with low pavement temperatures and it is blowing snow, it may be best to avoid applying a treatment that will wet the road surface. If you feel that this is the case, consult your shift supervisor for further instructions.

When a decision is made to apply liquid chemicals during windy conditions, adjusting the sprayer bar closer (where applicable) to the pavement can be helpful in achieving the desired results while preventing material waste, or over spray which can harm the nearby vegetation.

Frost Prevention

To prevent frost from occurring, liquid applications should be applied in advance of the expected time the frost or ice will form.