

After applying the brine to the dry pavement, the water in the brine will evaporate, leaving heavy concentrations of salt residue on the roadway, serving as an anti-frosting agent.

Studies have shown that salt brine applied to bridge decks can prevent frosting conditions. To be effective at preventing frost, the liquid is applied at a rate of 25 gallons per lane mile at speeds up to 40 mph, depending on traffic and weather conditions, the residual chemical can prevent frosting for about a week on low-volume routes and three to four days on higher volume routes.

Post-Storm Clean Up

Post storm clean up during normal working hours includes continued plowing and treating of second priority routes, bridge flushing and sweeping, equipment cleaning and maintenance, and salt storage housekeeping.

Flaggers and Signing

Appropriate signing and flaggers shall be used during post storm operations when shifting snow, cleaning bridge decks, loading snow, and any other operation that might interfere with normal traffic flow. Appropriate protective vehicles shall also be used if required.

Post Storm Assessment

Lessons can be learned from both the successes and failures of winter maintenance operations. Improvements in operations and equipment can be identified through post-storm assessment.

By assessing snow/ice management activities MoDOT has determined that anti-icing activities can improve our snow/ice management operations while saving money.

Snow removal is not an exact science but by assessing data compiled in the past, we're getting closer. **The weatherman doesn't always get it right, either!** Not every storm is the same, and the methods that worked for one storm may not be appropriate for the next.

It is not unusual for parts of a region to receive different types of precipitation at the same time. Your supervisor will instruct you to use appropriate chemicals for your area's specific conditions.