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Anti Icing Guidelines

Guidelines for use with Calcium or Mag Chloride & Agricultural By-Product.

Anti-icing operations should not begin until after the first snow event that requires snow removal operations to be performed. This will provide a “scrubbing” of the road surface allowing oils and other contaminants to be cleaned from the roadway.

Application Rate - 20 - 30 gallons per lane mile. you may want to start @ 25 g.p.m. to see how it works for you. **Do Not** go above 30 g.p.m. More in this case is not better.

Bridges for frost application rate 10 -15 g.p.m.

Ramps or stops at intersections. 10 to 15 g.p.m. more may make it slippery. When Anti-Icing off ramps and on ramps, shut off application at the halfway point of ramp. This will not allow equipment to “drizzle” @ stops or double applications on freeways which cause an over application.

DO NOT overlap routes when anti icing. This is done during snow removal operations and can increase your application rate and may cause slippery conditions when anti-icing. Material can track for up to a mile, depending on conditions and pavement type.

DO NOT apply when road surface temps are at 38 degrees and rising. If during an application the surface temps are rising, the operation should stop and then resume when temperatures are below the 38 degree mark. Applications with surface temperatures over 38 degrees may cause slippery conditions.

Take the wind forecast into account when deciding to apply. If it's supposed to be windy with drifting, don't apply. Just like salt it will cause the road become wet.

Application: Spray bars should use ¼” streamer nozzles with a 10” spacing. It is recommended that drop tubes be used for application speeds over 20 mph.

Anti-Icing may be done at any time prior to a predicted winter storm event. The products tested and used have remained effective for up to one week. It is not recommended that this or any Mag Chloride or Calcium Chloride / Agricultural By-Product be used in a scheduled anti-icing mode. For example, salt brine used for anti-icing bridges and trouble areas have been applied twice weekly in some States. When this is with $MgCl_2$ or $CaCl_2$ it can accumulate and if no frost or snow events occur, cause an over application situation.

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