

# ANTI-ICING DECISION CHART (for salt brine only)

[in this case, anti-icing is taken to mean an application of liquid salt brine]

Do not anti-ice unless  
you have an event  
forecast

Do you have a prediction for a  
snow or ice event in the next  
three days?

Does the forecast indicate the  
event might start with or be  
preceded by rain?

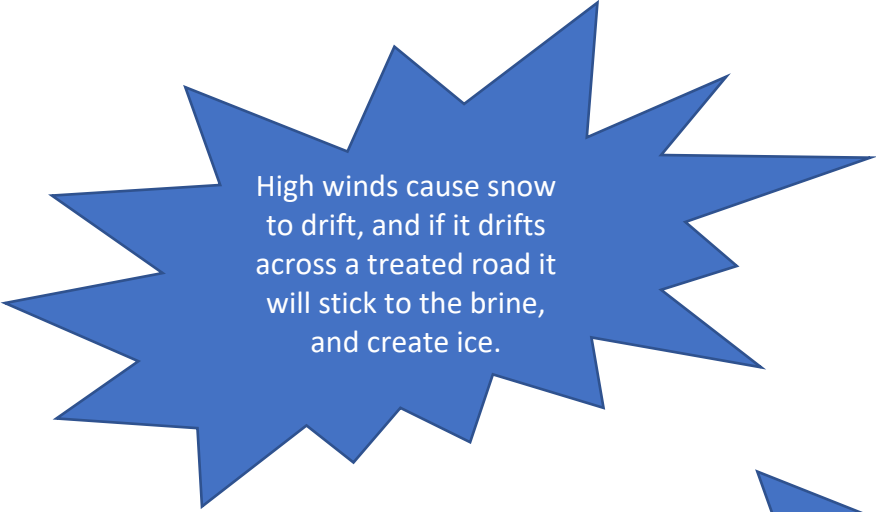
The rain would wash  
away the liquid, so do  
not anti-ice

Salt loses efficiency  
below 15° F pavement  
temp. If that will occur  
use a low-temp material

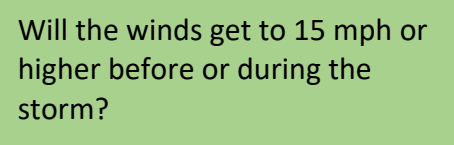
Will the pavement temperature  
when you apply and at the start of  
the storm be 15° F or warmer?

Is humidity low enough and the  
pavement dry enough that it will  
not dilute the salt brine when it is  
dispensed?

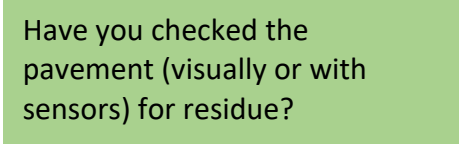
You want dewpoint 3  
degrees below pavement  
temp, or relative  
humidity below 70%



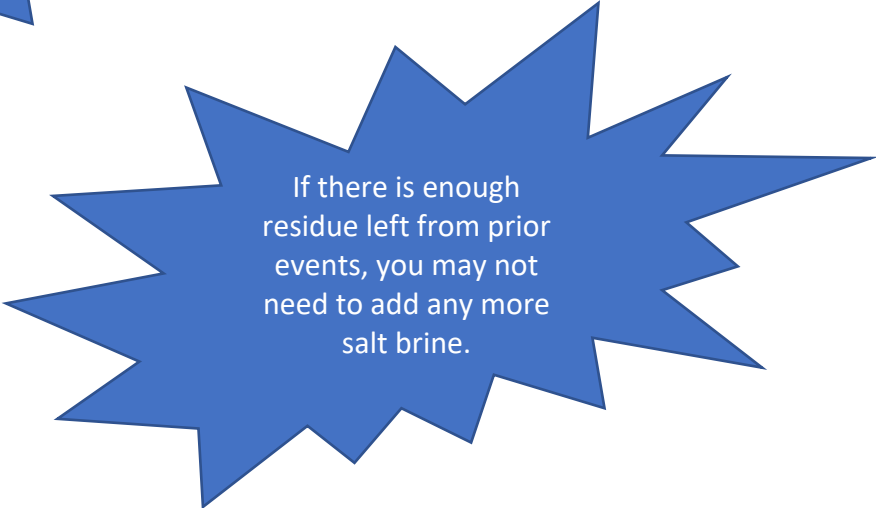
High winds cause snow to drift, and if it drifts across a treated road it will stick to the brine, and create ice.



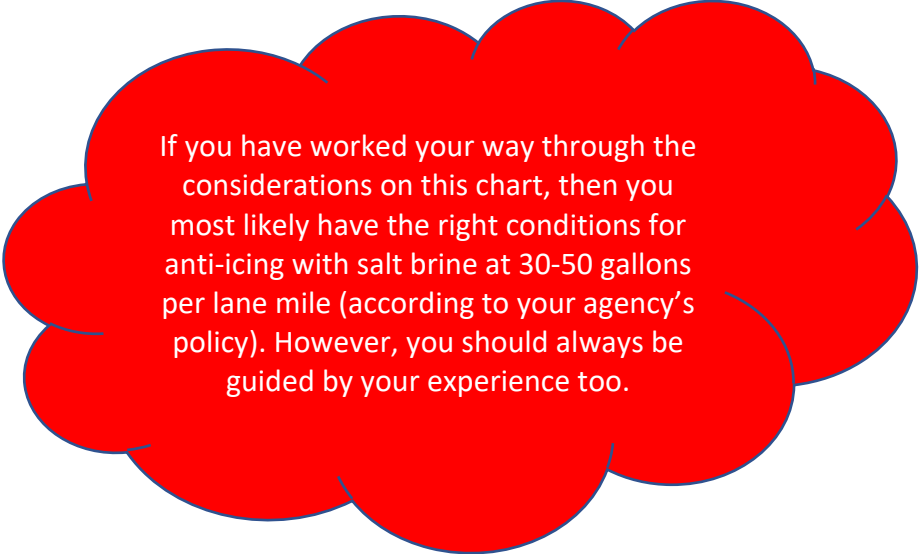
Will the winds get to 15 mph or higher before or during the storm?



Have you checked the pavement (visually or with sensors) for residue?



If there is enough residue left from prior events, you may not need to add any more salt brine.



If you have worked your way through the considerations on this chart, then you most likely have the right conditions for anti-icing with salt brine at 30-50 gallons per lane mile (according to your agency's policy). However, you should always be guided by your experience too.