



Sand vs. Salt: A Model for Change

The move to treated salt required several philosophical and procedural changes. During the storm, snow is quickly packed into ice that adheres to the road surface. This hard pack has to be scraped off after the storm and may, in some instances, take several days before it is completely removed.

The treated salt is applied to the roads before the storm during the regular shift. Applying treated salt to roadways before the accumulation of snow and ice (anti-icing) will prevent ice from bonding to the roadway by creating a brine barrier between any precipitation and the roadway. Generally, salt will be applied before the storm, again during the storm on hills if needed and at the end of the storm to prevent the formation of black ice. The newer trucks have a computer ground speed controller that increase or decreases the salt application rate to adjust for the truck slowing down or speeding up to ensure that the salt will be applied at the same rate regardless of the speed of the truck.

The use of treated salt without sand has many advantages:

- ❖ Taxpayers will benefit from reduced Spring sweeping and catch basin cleaning costs along with the elimination of sand from entering our streams and waterways;
- ❖ Streets will not be brown with sand at the end of a storm;
- ❖ Treated salt bounces less than standard rock salt ensuring more material on the roadway, not in the gutter;
- ❖ Crews will cover more territory as a truckload of treated salt will last longer than sand/salt mix.

If you have any questions or concerns please contact the Public Works Office
at 860-342-6733.