

Basic Strategies When Using Calcium Chloride with BOOST™



Basic Guidelines:

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 Rates:

Anti-Icing: 15-30 gallons / lane mile

De-Icing: 20-40 gallons / lane mile

Prewetting At Spinner: 8-10 gallons / ton

Stockpile Treatment: 6-8 gallons / ton

Bridges for Frost: 10-15 gallons / mile

Application Precautions:

Ramps or Stops at Intersections – 10-15 gallons per mile – more may make it slippery. When anti-icing off ramps and on ramps, shut off the application at the halfway point of the ramp. This will prevent equipment from drizzling at stops or double applications in freeways, which cause over application.

DO NOT overlap route 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 temperatures are at 35 degrees and rising. If during an application the surface temperatures are rising, the operation should stop then resume when temperatures are below the 35-degree mark. Applications with surface temperatures over 35 degrees may cause slippery conditions.

Spray bars should use ¼ inch streamer nozzles with a 10-inch spacing. It is recommended that drop tubes be used for application speeds over 20 miles per hour.

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

