

MaineDOT Salt Application Quick-Reference Chart

(**Double these rates for centerline applications**)

| Pavement Temp. Range | Application Rate (#/LM) | Pre-wet Material | Comments |
|----------------------|---|----------------------------------|---|
| Above 32° | 0 to 100 | Salt Brine or Blend | A little salt goes a long way when temperatures are near freezing |
| 25° to 32° | 100 to 200 | Salt Brine or Blend | Salt is very effective here. Pre-wetting with a blend will allow lower application rates. |
| 20° to 25° | 200 to 300 | Salt Brine, Ice-B-Gone, or Blend | Salt effectiveness is dropping off in this range. A Blend or straight IBG will help. |
| 15° to 20° | 300 to 400 | Ice-B-Gone or Blend | Pre-wetting is especially important. Your liquids will provide the extra boost needed. |
| 15° or Below | Snow is usually dry and blowing in this range. If no ice or pack exists, plow only. DO NOT APPLY | | If necessary, Spot treat icy patches with abrasives. If glazing occurs on high-volume, high-speed, P1 corridors, sand will not last and higher salt applications, with Ice-B-Gone pre-wetting, will be necessary. |

General Notes:

- (1) Application rates should be on the lower end when temperatures are on the higher side of the range or remaining steady. Falling temperatures, and temperatures on the lower side of the range, will require applications on the higher side, and possibly in the next range if dropping rapidly.
- (2) High-volume, Priority 1 corridors will often require an additional 50#/LM
- (3) In any of the ranges, if the snow is dry and blowing off of the roadway, avoid application.
- (4) Pre-wetting under wet storm conditions is not required. In cases where the only pre-wetting liquid available is a high-performance chemical (i.e. Ice-B-Gone), it is better to save those products for the drier and colder conditions.

Application Rates vs. Miles You Can Treat

| # of Tons | Application Rate (Pounds Per Lane Mile) | | | | | | |
|-----------|---|-------|-------|------|------|------|------|
| | 100 | 150 | 200 | 250 | 300 | 350 | 400 |
| | Lane Miles You Can Treat | | | | | | |
| 1 | 20.0 | 13.3 | 10.0 | 8.0 | 6.7 | 5.7 | 5.0 |
| 2 | 40.0 | 26.7 | 20.0 | 16.0 | 13.3 | 11.4 | 10.0 |
| 3 | 60.0 | 40.0 | 30.0 | 24.0 | 20.0 | 17.1 | 15.0 |
| 4 | 80.0 | 53.3 | 40.0 | 32.0 | 26.7 | 22.9 | 20.0 |
| 5 | 100.0 | 66.7 | 50.0 | 40.0 | 33.3 | 28.6 | 25.0 |
| 6 | 120.0 | 80.0 | 60.0 | 48.0 | 40.0 | 34.3 | 30.0 |
| 7 | 140.0 | 93.3 | 70.0 | 56.0 | 46.7 | 40.0 | 35.0 |
| 8 | 160.0 | 106.7 | 80.0 | 64.0 | 53.3 | 45.7 | 40.0 |
| 9 | 180.0 | 120.0 | 90.0 | 72.0 | 60.0 | 51.4 | 45.0 |
| 10 | 200.0 | 133.3 | 100.0 | 80.0 | 66.7 | 57.1 | 50.0 |