



ANTI-ICING AND DEICING COMBO EFFECTIVE STRATEGY FOR D.C.

With over 3,000 lane miles to maintain in and around the nation's capital, the District of Columbia Department of Public Works has its hands full when it comes to winter maintenance. That's why D.C. public works officials have a comprehensive anti-icing and deicing plan that incorporates the right winter maintenance product to use at the right time.

"With national highway systems, major arteries, freeways and tight, narrow neighborhood streets, we have a very high level of service," said Robert Marsili, Jr., city-wide program manager for the D.C. Department of Public Works. "That's why we have a number of tools to use when we need to clear the roads."

Marsili and D.C. Department of Public Works Director, William O. Howland, Jr. oversee a fleet of 250 to 300 pieces of equipment for use during snow events. Marsili, Howland and their team apply various winter maintenance products for anti-icing and deicing purposes, such as salt, brine and pre-wet deicer product. Numerous factors contribute to deciding what product to use and when.

"We're always watching the weather, of course," Marsili said. "But related conditions play a significant part as well. The air temperature, pavement temperature, time of day, day of the week, rush hour ... all of those things come into play in our decision-making."

One of the tools the D.C. public works uses under certain conditions is a deicing product called ClearLane® enhanced deicer. Produced by Cargill Deicing Technology and recognized by the U.S. EPA as a Design for the Environment product, the enhanced deicer is a salt product that's different than regular rock salt because it contains a pre-wetting agent. This pre-wet feature helps clear roads by providing a faster reaction time and longer residual effects.

"Of course, the deicer works much faster and turns into a brine quicker when compared to salt because it's already wet," Marsili said. "We tend to use the enhanced deicer when temperatures get into the high 20s, which gives us faster melting power and the opportunity to use less salt."



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CASE HISTORY

Washington, D.C.



Implementing a goal to reduce salt use allows the D.C. public works to strategically incorporate anti-icing practices alongside the enhanced deicer. Because the organization operates an in-house brine-making system, pre-treating roads is a major component to their winter maintenance service plan.

"We do anti-icing with our salt brine a day or two ahead of the storm and try to pre-treat all of our major bridges and overpasses to get a jump on these events when they come in," Marsili said. "Then we use the enhanced deicer to help ensure melting and provide easier plowing."

During certain snow events, the use of brine, salt and the enhanced deicer have proven to be effective for maintaining bare pavement and safer driving conditions for the D.C. public works team.

"There was a particular storm where we anti-iced with our salt brine, then applied the enhanced deicer during the storm," Marsili said. "That process allowed us to fully plow and remove the snow. We hit the roads again with salt and the entire strategy helped us get bare roads quickly."

With the high level of service requirements, the D.C. Department of Public Works takes their responsibilities seriously and can attest to the value of a comprehensive winter maintenance strategy.

"We have to keep these roads open for the federal government, visitors, residents and commuters," he said. "It's our job and utilizing anti-icing and the enhanced deicer is an important part of keeping clear roads."

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