

# Deicing and VTrans

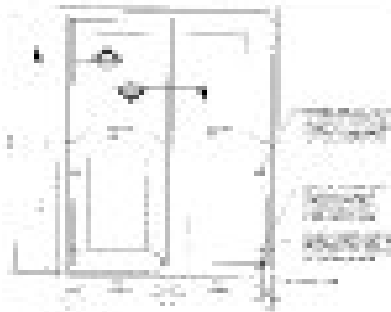


- *What is your state doing to address current chloride usage?*
- VTrans approaches chloride reduction from multiple fronts of storage, application and management practices.

- *Does your state have educational/outreach materials or programs to address de-icing salts? Can you share successful strategies?*
- VTTrans offers grants and expertise to towns for surface water impact mitigation projects.



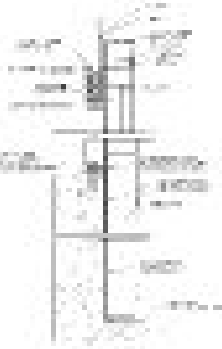
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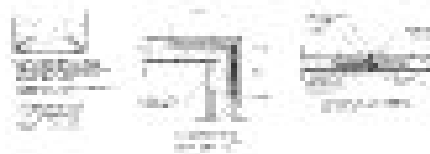
DOOR



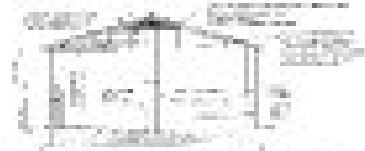
WINDOW



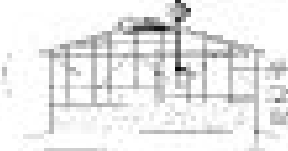
WALL SECTION



FLOOR



HOUSE SECTION



HOUSE SECTION

GENERAL NOTES:  
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.  
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE.  
 3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.  
 4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.  
 5. ALL UTILITIES SHALL BE PROTECTED AND MARKED PRIOR TO CONSTRUCTION.  
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UTILITIES AND STRUCTURES.  
 7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.  
 8. THE CONTRACTOR SHALL MAINTAIN A NEAT AND SAFE WORK SITE AT ALL TIMES.  
 9. ALL MATERIALS SHALL BE STORED PROPERLY AND PROTECTED FROM THE ELEMENTS.  
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL WASTE MATERIALS.  
 11. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE ARCHITECT AND LOCAL BUILDING DEPARTMENT.  
 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE.  
 13. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.  
 14. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.  
 15. ALL UTILITIES SHALL BE PROTECTED AND MARKED PRIOR TO CONSTRUCTION.  
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 19. ALL MATERIALS SHALL BE STORED PROPERLY AND PROTECTED FROM THE ELEMENTS.  
 20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL WASTE MATERIALS.

  
 PROJECT NO. \_\_\_\_\_  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 FIRM: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_  
 PHONE: \_\_\_\_\_ FAX: \_\_\_\_\_  
 E-MAIL: \_\_\_\_\_  
 WWW: \_\_\_\_\_

- How does your state currently approach road safety, deicing and water quality? Are there “bare road” policies in effect? Salt-free zones? Infra-red truck sensors?
- VTrans works diligently to balance the competing priorities of safety and water quality regarding deicing.
- VTrans does not have a bare roads policy but a **Safe Roads Policy** .

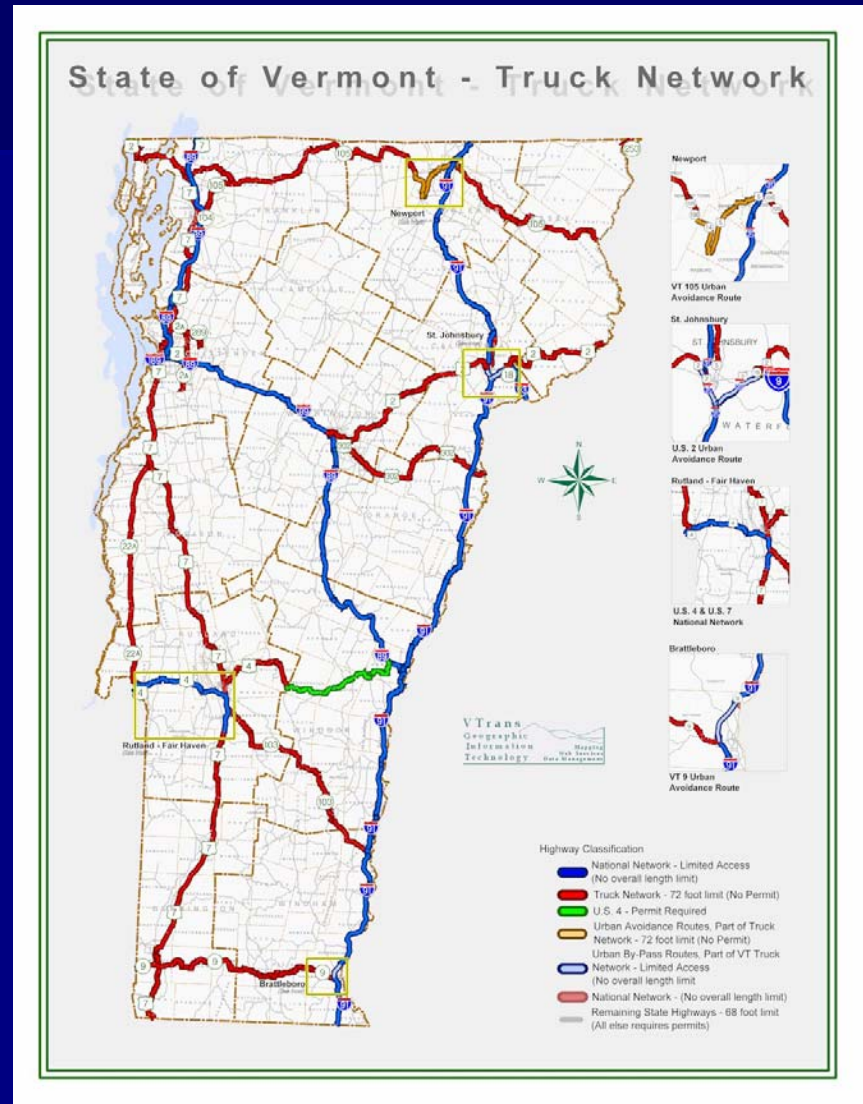
**The safe roads policy defines safe roads by directing the Agency of Transportation to keep Vermont state highways plowed, sanded and/or salted to keep the roads open for traffic and provide a good surface for motorists during a storm.**

**After the storm has subsided, state highways are to be returned to bare pavement on a Tri-level schedule based on the roadway level of service.**



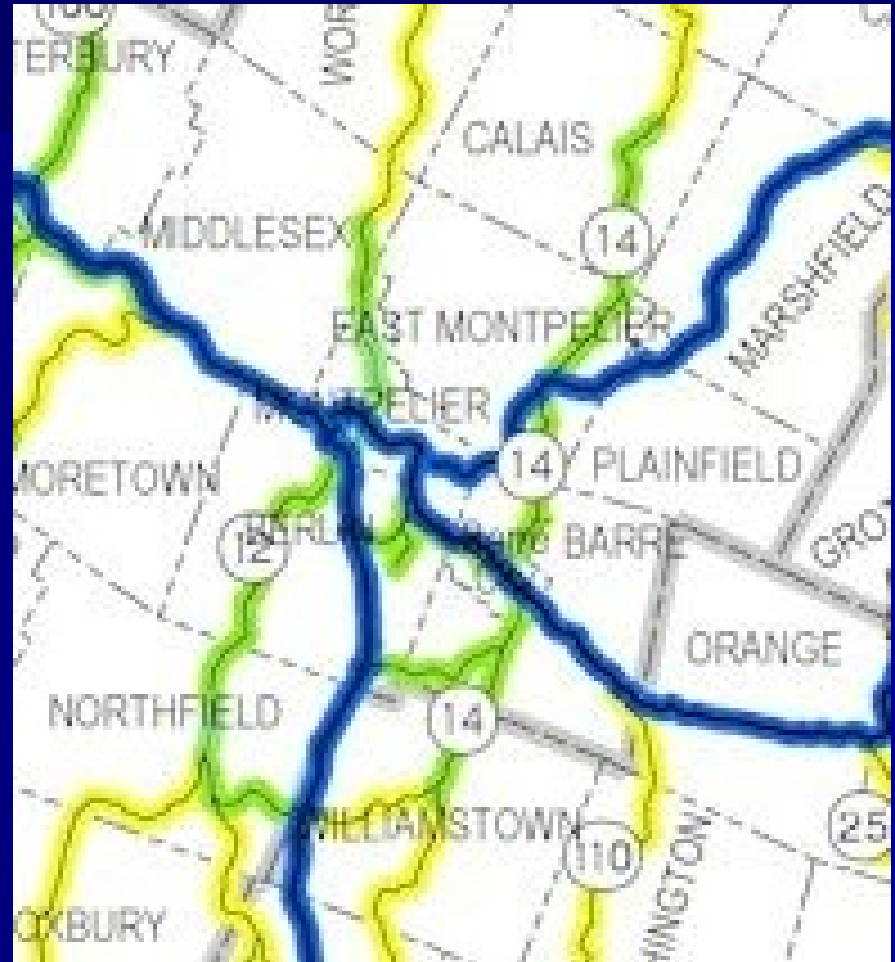
# Safe Roads – “Blue”

- “Blue” roads will include the Interstate system, the National Highway System, and the Vermont Truck Network.
- Additional resources will be dedicated to blue roads during the night as needed.
- Level of service is to achieve full width bare pavement as soon as practical following the storm.
- Suggested maximum travel speed during a storm is 45 mph on the Interstate and 40 mph on all other blue roads.



## Safe Roads – “Green”

- Encompass all state highways not listed as blue AND having an Annual Average Daily Traffic (AADT) count of 3,000 or more.
- Level of service is to achieve full width bare pavement as soon as practical after a storm.
- Suggested maximum travel speed during a storm is 40 mph.
- Will not have additional resources dedicated to them at night and therefore, may have significant differences between daytime and night road conditions during a storm.



## Safe Roads - "Yellow"

- Encompass all roads not listed as blue or green.
- The secondary and/or rural state routes that carry less than 3,000 AADT.
- Level of service is to achieve one third bare pavement in the center of the road as soon as practical following the storm.
- Suggested maximum travel speed during the storm is 35 mph.
- As with green roads, yellow roads will have reduced coverage at night; daytime and night road conditions will vary.



# Safe Roads - low salt or no salt areas

- Usually due to environmental restrictions to protect a well, a watershed, or an environmentally fragile area.
- Are usually very small and scattered throughout the state.
- Will not be designated with a road classification "color", but will be signed in the field to advise travelers.
- Road section will be plowed and sand applied as needed or if allowed. Road surface may be snow covered during and following the storm.



## .... AT SAFE SPEEDS

- "The underlying issue of the majority of the accidents that occur in inclement weather have to do with excessive speed and if people would simply slow down and drive according to the conditions they wouldn't be going off the road. It's as simple as that."

■ Kerry Sleeper, Commissioner of Public Safety

Vermont motorists can now take advantage of Vermont's new 511 travel information system this winter for real time up-to-date travel conditions. Simply dial 511 from your cell phone or go to the Web at [www.511vt.com](http://www.511vt.com). You can know what lies ahead for your travel or commute and plan accordingly.



- *How does your Water Quality department interact with the state Transportation Agency on this issue?*
- DEC and VTrans have an open and engaged relationship that fosters information exchange on a host of water quality issues.

- *Has your transportation agency considered salt-reduction strategies or alternative deicers in the last 10 years?*
- We are currently piloting innovative technology to optimize deicing effectiveness and reduce material application





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- *Has your state considered possible BMPs, remedial action or other approach to reducing chloride?*
- VTrans has and will continue to developed BMPs to reinforce policies and procedures regarding roadway deicing and material management.

- *Can you discuss environmental effects that have been occurring in your state due to chlorides or deicing salts?*
- VTrans responds to road salt complaints in a proactive manner and is sensitive to the concerns of the citizens.

# Contact Information

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