



NORTH TEXAS TOLLWAY AUTHORITY
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NTTA Roadway Conditions Update

Sunday, Nov. 16, 2014 – 5:30 p.m.

Next Update: Monday, Nov. 17, 2014 – 5 a.m.

The following is an update of NTTA actions in response to the inclement/winter weather:

- All NTTA roads are open. There are no roadway/ramp closures to report at this time.
- Crews pre-treated major NTTA System overpasses on Sunday with brine—a saltwater solution used to pre-treat roadways before ice or snow arrives. This treatment is sprayed onto the road and forms a barrier that is activated when precipitation falls, lowering the freezing point on the roadway.
- Beginning at 7 p.m., approximately 24 trucks will start patrolling the entire NTTA System (850 lane miles) through the overnight and early Monday morning hours and will respond with additional treatment where necessary. Treatment methods include applying sand to the roadway for traction and “Meltdown 20” brand magnesium chloride, a granular de-icer. Salt is also used for de-icing purposes.
- NTTA Maintenance and Command Center staff will continue to monitor weather conditions throughout the evening/overnight hours and coordinate responses as needed until the event is over.

Pavement sensors are positioned strategically at various locations around the NTTA System, and are located both on the roadway surface, sub-surface, and on elevated structures to obtain readings fully representative of temperatures effecting roadway surfaces.

Current roadway surface sensor readings (as of 11/16/2014 at 5 p.m. are as follows):

- SRT/DNT: **37 degrees**
- PGBT/DNT Overpass: **38 degrees**
- PGBT/IH-35 Overpass: **38 degrees**
- PGBT/IH-635 Overpass: **38 degrees**
- Lewisville Lake Toll Bridge: **36 degrees**

The NTTA is committed to providing the safest driving conditions possible for its customers. **Drivers are encouraged to use caution, slow down and allow extra distance between vehicles when driving on all roadways in the Metroplex.** Drivers who require assistance on the NTTA System should call 9-1-1 to be connected to NTTA’s free Roadway Customer Service. Drivers who are in need of assistance should, if possible, move their vehicle to the side of the road and stay inside the vehicle with a seatbelt securely fastened while waiting for assistance to arrive.

The NTTA wants to remind the driving public that sand truck operators need a wide berth during actual operations. This will ensure the safety of both operators and motorists using NTTA roadways affected by any snow or ice.

NTTA Snow/Ice Response Fast Facts

Follow NTTA on [Facebook](#) and [Twitter](#) (@TollTagTidbits) for the very latest information on NTTA's response to the winter weather.

There are two brine stations, as well as 13 material stockpiles, containing both magnesium chloride (Melt Down 20) and sand mixtures, placed strategically throughout the System for improved response times. Stockpiles are ample to last through this ice event.

As icy patches are identified, "Hot Shot" trucks from the Maintenance Department can be dispatched quickly to those specific locations to spot treat those areas with MD 20, the de-icing material, and sand.

Many NTTA trucks are outfitted with global positioning satellite (GPS) equipment. During a snow or ice event, their locations are easily tracked, allowing the NTTA to quickly re-position vehicles for rapid response to trouble spots on the roadway.

Maintenance crews can treat all elevated structures throughout the System every hour, and the entire System can be treated in less than two hours.

The NTTA snow and ice plan has a designated route for each truck to ensure every mile of our roadways is sanded every hour. If a truck is a few minutes in front of a driver or a few minutes behind a driver or if they are re-filling their spreader it is very possible to drive an NTTA roadway without observing a sand truck.

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