



**Highway Maintenance Manual**  
**Chapter 06 Winter Maintenance**  
**Section 20 Snow Removal Materials**  
**Subject 65 Pre-Wetting Systems**

**Bureau of Highway Maintenance**  
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### ***1.0 Prewetting Systems***

Prewetted salt has been used successfully in Wisconsin since the early 1980s. It has been shown to help reduce salt usage by providing a liquid agent that starts the brine process quicker than when only dry salt is applied. It has also been shown to keep more salt on the pavement, thus allowing service providers to use only the amount of salt necessary to achieve the desired level of service or "bare/wet pavement" expectation. Limiting salt usage through the use of prewetting systems can also help control the effects of chlorides on the environment.

The preferred method for prewetting salt is through the use of an on-board prewetting system. According to an equipment inventory performed after the 2010/2011 winter season, on-board prewetting units were being used by 57 of 72 (79%) counties.

Salt used on the state highway system should be prewetted when the conditions warrant (pavement temperature, type of snow, etc.). Prewetting may be done by a variety of methods including, but not limited to, on-board prewetting systems, spraying the load with a spray bar, spraying the bucket with a spray bar, or by using premixed/prewetted salt.