

Illicit Dishcharge Detection and Elimination										
Date	Location	Material	Source	Complainant	Reporting Party	DEQ Report To	Report Date	Action Required	Comments	Days to notify entity
1/12/2024	Coburg road and beltline	water	Missing storm drain cover		Complainant	N/A	N/A	See comments	1/12 Notified maintenance district staff; maintenance located the site and replaced the drain cover and notified the city, as it was not an ODOT facility.	0
2/6/2024	Hwy 126 EB near Waltherville	Oil sheen in highway	Unknown		Complainant	N/A	N/A	None	2/6 Notified district maintenance, crew dispatched to locate the potential spill did not find any sheen or spill on the highway. The maintenance manager drove out to verify and did not locate a sheen or spill. Reported that it had been raining for the last couple hours, but could find no indication there was a spill.	
2/26/2024	Highway 99 in Brooks	agricultural runoff	adjacent property		Complainant	N/A	N/A	None	2/27 Notified Marion County that ODOT does not have the authority to address discharges that originate from outside of its right of way. Marion County indicated they would notify ODA. ODOT staff referred the issue to DEQ 3/1.	2
3/26/2024	SW Canyon Rd at SW Maple Ln in Beaverton/Portland	increasing stormwater being diverted ont private property	roadway runoff		Complainant	N/A	N/A	None	3/26 received email from citizen; 3/27 responded via email with follow up questions and forwarded issue to maintenace. 4/3 follow up email from maintenance indicated there are no catch basins or ditch lines and no newer projects in the area.	

3/26/2024	hwy 30 Sandy blvd between NE 122nd to NE 148th in Portland	bioswales missing vegetation	Unknown	Anonymous	DEQ	Ryan Johnson	See comments	3/26 received email from DEQ forwarding anonymous complaint regarding bioswales on Sandy Blvd lacking vegetation and forwarded to maintenance manager that day. 3/26 response from maintenance regarding ODOT's maintenance practices for the planters. 3/26 responded to DEQ providing maintenance practices and describing difficulty maintaining vegetation. 4/3 received additional email from DEQ regarding planters. 4/4 meeting with DEQ to discuss potential solutions resulted in ODOT committing to review the site and come up with a plan for rehabilitating the planters. ODOT provided a timeline to DEQ to address the planters short term and to come up with a plan for long term compliance.
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4/29/2024	4330 S Macadam, Portland	Oil sheen	Unknown	<div></div>	DEQ	Kevin Chan	4/30/2024	None	4/29 DEQ asked ODOT to investigate a report of an oil sheen in the Willamette potentially discharging from an ODOT outfall (OERS #2024-1006). 4/30 Maintenance staff checked the outfall and catch basins upstream and were unable to locate an oily discharge. Results of the investigation were reported to DEQ on 5/1. DEQ sent an email 3/22 to indicate they had followed up with ODA and ODA was working with the landowner to develop short and long-term recommendations to attenuate the turbid runoff.	2
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5/14/2024	D12 Pendleton Maintenance yard	tack oil spill	tack truck	Pendleton crew member	ODOT	Charles Kennedy		ODOT Hazmat is coordinating cleanup with DEQ	Pendleton crew member noticed tack oil leaking from the rear of the 5-yard tack truck. The tack oil was leaking onto the asphalt parking lot and running into a storm drain that was about 10' from the rear of the truck. ODOT staff reported the spill to OERS and contacted Eastern Oregon Environmental to assess the situation and perform any needed containment or clean-up and notified ODOT R5 Hazmat.	0
5/30/2024	Market Street, Bonanza	grease in storm drain	illegal dumping		Ask ODOT	N/A	N/A	None	Received complaint via AskODOT; 6/3 maintenance went to site of complaint to determine whether it was ODOT jurisdiction but ODOT's authority is limited; Clean Water Coordinator notified the County Public Health; 6/4 received call from Klamath County Public Health indicating they would follow up with the restaurant	5


6/26/2024	I5, exit 303	water tank	illegal dumping	Anonymous	DEQ	Ryan Johnson	Patti- nothing to cleanup as only gray water from water tank paving operations	DEQ received the following complaint via email: "Location is I5 N at exit 303. I witnessed a paving contractor drain the water tanks on a large asphalt paving machine on I5 N, prior to performing a paving activities after the propane tank trailer fire. The water entered an ODOT storm drain (AQJ243) which drains to the Willamette River at discharge point WR-306 (ABC356) near 931 N River St. I did not send this report earlier because I thought I had deleted the photos, but I found them this morning. Contact me via email and I will send a few more photos and a link or screen shot from PortlandMaps showing asset ownership." ODOT	0
6/25/2024	Hwy 18 & Hwy 99W ramp	sprinkler water in SW pond	broken sprinkler	Anonymous	ODOT Dispatch	N/A	N/A	None	ODOT dispatch received a call indicating there was a broken sprinkler shooting water into the air; 06/26 maintenance went to the site and turned off sprinkler at the main valve; Clean Water Coordinator forwarded the issue to the region hydraulic engineer for follow up

7/16/2024	Hwy 34 at Trysting Tree golf course, Corvallis	water waste	RV		Ask ODOT	N/A	N/A	None	AskODOT received an email from DEQ reporting an RV discharging water waste near a gravel pit that connects to the Willamette river waterway; maintnence went to the site, the RV was gone and there was no visible discharged materials
7/23/2024	Hwy 126 MP5-4	spraying	ODOT maintenance	unknown	unknown	N/A	N/A	None	ODOT received a complaint via email indicating ODOT was spraying wetland grasses; the District Manager followed up with maintnenace who indicated they followed all appropriate BMPs and used aquatic safe sprays; the phone number the complainant left rang to the district maintenance crew room

8/23/2024	OR221, MP 12.68	foamy discharge	pipe into ditch		ODOT	N/A	N/A	None	A property owner notified ODOT staff that a property adjacent to him was piping something into the roadway ditch; 8/26 ODOT determined there was not a permit for the discharge and asked maintenance to follow up; 9/5 maintenance notified the Clean Water Coordinator that after an investigation, they determined the pipe was from a sink drain and the suds were from soap; maintenance instructed the landowner to remove the pipe	12
10/28/2024	SW 61st Ave, Portland	excess water flow/draining onto property	water drainage canal		Complainant	N/A	N/A	None	ODOT received an email from a citizen regarding water draining from a canal that runs alongside their property; Clean Water Coordinator forwarded to maintenance district to confirm this is not an ODOT-owned or operated canal; 10/29 rec'd confirmation from the district that this is not ODOT's property; relayed that information to the complainant via email	

= No investigation

= Referred to another entity

 = Names redacted

TOCS Hazmat Involved Attributes - 2024

Event ID	Highway	Event MP No	GIS Latitude	GIS Longitude	Month	Hazmat Involved					Highway Ditch	Waterway Affected
						Chemical	Food Product	Fuel	Oil	Other Material		
24T003582	LOWER COLUMBIA RIVER	56.0000	46.09425	-123.09543	January 2024				1		1	
24T031110	WILLAMETTE	48.0000	43.68218	-122.24621	April 2024			1				1
24T036712	REDWOOD	10.0200	42.37730	-123.49598	April 2024			1			1	
24T049573	BAKER-COPPERFIELD	31.2000	44.79674	-117.30686	June 2024			1				1
24T053238	PENDLETON-COLD SPRINGS	.8800	45.91462	-119.13211	June 2024			1				1
24T066417	KLAMATH FALLS-LAKEVIEW	10.0000	42.17253	-121.62027	August 2024					1		1
24T074212	MIST-CLATSKANIE	10.5000	46.00975	-123.24413	September 2024				1		1	
24T075550	CENTRAL OREGON	215.0000	43.78629	-117.72382	September 2024			1	1			1
24T078383	OREGON COAST	71.0000	45.39234	-123.80269	September 2024			1	1			1
24T082244	OLD OREGON TRAIL	336.0000	44.49346	-117.36612	October 2024			1				1
24T085470	OREGON COAST	166.0000	44.29268	-124.11070	October 2024			1			1	
24T087850	FLORENCE-EUGENE	19.5000	44.01294	-123.76951	October 2024				1		1	
24T099417	FLORENCE-EUGENE	52.6900	44.05443	-123.23277	November 2024					1	1	
24T099566	THE DALLES-CALIFORNIA	143.4700	43.99262	-121.33632	November 2024				1			1
24T100591	OLD OREGON TRAIL	243.5000	45.43517	-118.36479	November 2024				1	1	1	
24T107153	LOWER COLUMBIA RIVER	77.5000	46.17185	-123.49031	December 2024			1			1	



Oregon Department of Transportation Winter Maintenance Annual Report



Prepared by:
ODOT Maintenance and Operations Branch

Date:
June 2025

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Introduction

ODOT's winter maintenance program is continuously evolving as new technology, strategies and best management practices (BMPs) are evaluated and incorporated into ODOT's winter maintenance operations. Adaptive management allows program changes based on new data, research and real-world data and feedback from maintenance crews. ODOT participates in several winter maintenance research and peer groups dedicated to exchanging information and lessons learned, with a focus on performance and sustainability.

This report highlights ODOT's winter maintenance activities for the 2024-2025 winter season, and also satisfies various reporting commitments.

House Bill 2017 Implementation Status

Background

In 2017 the Legislature required ODOT to "develop a winter maintenance strategy that includes the use of solid salt or similar solid deicer, and consider environmental impacts." The Oregon Transportation Commission approved the strategy in June 2018.

The Strategy outlines various winter maintenance materials and equipment as part of a "toolbox approach," which is a concept of using the right tool in the right place at the right time and in the right amount. The strategy includes guiding principles such as phasing the expansion of salt use areas, initially focusing on interstates and freeways and implementing winter maintenance best management practices that reflect ODOT's commitment to highway safety, cost effective use of materials/equipment/labor, and minimization of environmental impacts. ODOT's Winter Maintenance Strategy is available upon request. Since approval, there have not been any significant changes or updates to the strategy. Updates regarding salt use are included throughout this report.

Deicer Storage

ODOT has established 105 liquid deicer and 28 solid salt storage locations, with statewide total storage capacities of 2.2 million gallons and 20,406 tons, respectively. ODOT has also established agreements to utilize one salt shed in California, owned by the California Department of Transportation and one salt shed in Washington, owned by the Washington State Department of Transportation. Salem maintenance yard along I-5 continues to store bulk salt in large 2,500-pound bags, which enables this section to manage isolated trouble spots. As needed, ODOT adds liquid and solid storage capacity based on available capital improvement funds and operational analysis and prioritization performed by Maintenance Districts.

All deicer storage locations follow BMPs that minimize the risk of spills and migration out of storage and loading areas. The deicer storage BMPs can be found in the ODOT Environmental Management System (EMS) Manual. A list of all deicer storage locations is provided as Attachment A.

Conducting all salt handling activities in accordance with the BMP minimizes the risk of salt contamination at the salt shed sites; the MOB does not plan to modify the BMP, and all new second generation salt sheds are designed so that trucks do not need to back into the salt shed to be loaded.

Material Use and Tracking

ODOT continues to use liquid deicer in support of a proactive anti-icing strategy, which remains the most cost-effective strategy in terms of achieving level of service goals faster with less effort and less winter maintenance material. Solid salt is most effective when applied during or after a storm, depending on pavement, traffic, and weather conditions. Under specific conditions, salt can also be effective at low application rates to anti-ice when magnesium chloride would be at risk of diluting and freezing.

Although maintenance crews apply liquid magnesium chloride deicer on all ODOT highways, salt use remains restricted in accordance with ODOT's Road Salt Locations Operational Notice. Some Districts within the salt use areas requested to expand salt use to secondary highways where crews were experiencing operational challenges switching between products and/or addressing trouble spots where liquid deicer is not cost effective to use. Requests that were approved by the State Maintenance and Operations Engineer are included in Operational Notice provided as Attachment B.

Districts continued to experience good results when using salt to manage conditions where liquid deicer would not be cost effective, such as freezing rain, freezing fog, and to prevent and break up snowpack during snowstorms. As with previous years, the typical application rates range between 100-200 pounds per lane mile, with applications of up to 300 pounds per lane mile to treat specific pavement conditions. These application rates remain well below other state DOT salt application rates. ODOT and other state DOT annual winter maintenance material totals can be found on the [Clear Roads Annual Survey of State Winter Maintenance Data](#). Based on the Clear Roads Survey results, ODOT's annual salt use remains amongst the lowest in the country. Winter maintenance material use for the 2024-2025 season was close to the 5-year running average for all three materials as shown in Figure 1.

ODOT conducted a pilot with a salt brine maker during the 2023-24 winter in the Portland area (District 2B). Salt brine makers have the potential to reduce the cost of purchasing liquid deicer and may also reduce the overall amount of solid salt that is applied in areas of the state where solid salt is used. The full Salt Brine Pilot Plan and final report are in Attachment C.

The salt brine pilot was continued, and brine was shared with north-central and northeastern districts (Districts 9 and 13) for the 2024-2025 winter season. After a successful pilot District 13 purchased their own brine maker to expand the use of salt brine.

As mentioned earlier in this report, new electronic spreader controller calibration guides were developed to ensure trucks applying winter maintenance materials are properly calibrated. Calibration is a critical step in the management of winter maintenance material applications by ensuring materials are used appropriately, which minimizes the cost and impacts associated with material use.

	Liquid Magnesium Chloride (gallons)	Solid Salt (tons)	Abrasives (cubic yards)
2020-2021	3,937,102	7,363	141,981
2021-2022	3,867,122	7,398	137,089
2022-2023	5,387,773	10,110	195,481
2023-2024	2,190,386*	8,950*	106,488*
2024-2025	3,900,343	8,149	115,959
5 Year Average	3,856,545	8,394	139,400

Figure 1. Winter Maintenance Material Applied 2020 - 2025

*Did not receive District 8 amounts

Equipment

ODOT continues to purchase salt application equipment and make necessary modifications to existing trucks to apply salt in a more effective and efficient manner. New spreaders with pre-wet kits, combination spreaders (holds large quantities of both liquid and solid material), single and dual auger spreaders (allow for accurate and low salt application rates), stainless steel spreader boxes (resistant to salt corrosion), and tow plows (maximizes staffing resources).

In 2021, ODOT initiated a contract with [GoFleet Corporation](#) to provide an Automated Vehicle Location (AVL)/Telematics solution, which allows ODOT to automatically track truck activities such as where snow plowing and winter maintenance material application occurs. As of the writing of this report, approximately 200 AVL only and 300 full telematics solutions have been installed in heavy fleet across the state. The program has also expanded to include GPS/AVL for most light fleet. More than 2,000 vehicles have AVL/GPS installed statewide with approximately 1,500 installed in light fleet. ODOT is in the process of implementing the third phase of the project, which focuses on installing in the remainder of heavy fleet over the next biennium. Installation of telematics on all model year 2009 or newer heavy fleet will be completed by June 1st, 2025. Once this is complete, the program will shift to management of the data, improving utility, and reporting.

In 2022, the ODOT Calibration Guide was revised to include calibration and validation instructions for the new spreader controllers and AVL/Telematics system being delivered in new plow trucks.

Lessons Learned

New lessons learned are shared during annual statewide training and during after action storm reviews. Guidelines, equipment, shed designs, and other program elements are reviewed and modified as needed to improve outcomes.

- Because salt use remains limited to certain highways, crews are required to switch between products transitioning between highway sections where salt use is not allowed. Switching between solid products (solid salt and abrasives) can be operationally challenging and time

consuming. ODOT continues to work on strategies that minimize operational impacts by evaluating where salt can and should be used and purchasing equipment that can mitigate operational impacts.

- With AVL/Telematics becoming operational, ODOT will need to implement processes for analyzing data that Districts can use to improve operations. A current gap in ODOT's analysis toolbox continues to be a lack of a winter storm severity index (WSSI) that normalizes storm data which will assist with assessing and identifying material use and performance trends over time.
- Some maintenance crews with the first-generation salt shed designs have reported concerns regarding the BMP that requires salt loading under cover. Operators are required to back equipment into the salt sheds to load, which some believe to be a hazardous activity. Loading inside the salt shed minimizes the risk of long-term contamination of the site, so the MOB has determined the BMP will not be modified.
- Crews are reporting that the older tarp salt sheds are not holding up well. In one example the shed is 7-8 years old and there has been numerous holes that have had to be patched and even an entire panel that needed to be replaced.

Research

ODOT is involved in the [Clear Roads pooled fund research committee](#), which funds national winter maintenance research projects and is currently supporting research into various application techniques to better manage material use and improve application effectiveness. Current research topics in progress includes:

- Using Vegetation Management Practices Near Roads To Leverage The Benefits Of Solar Radiation (supports reduction of deicer use).
- Syntheses Project On Brine Making Practices (brine use reduces chlorides).
- Effects Of Additives In Deicing Salts At Lower Temperatures (to determine whether additives increase effectiveness of deicers to reduce application rates).

ODOT participated in a research project for NCHRP with a cohort of multiple other state DOTs. The purpose of the project was to develop winter maintenance performance measures within the state. The research highlighted the data that ODOT currently collects and gaps within the aggregation of data to observe winter maintenance. This research has provided future steps to include the data ODOT is already collecting and refocus it on winter maintenance to meet performance measure goals.

ODFW and DEQ

No new concerns came up or were discussed during the reporting period.

Program Updates

ODOT continues to plan and build salt storage capacity as resources allow and in support of meeting level of service goals. ODOT continues to track winter maintenance material storage locations, material use, and provide up to date and relevant training to staff and managers.

Attachment A

Deicer Storage Locations

Liquid Deicer Storage Locations				
District	Storage Location	Address	Total Capacity (gal)	District Total (gal)
1	Clatskanie	21660 Hwy 30	30,000	150,000
1	Deer Island	64185 Columbia River Hwy MP 34	20,000	
1	Humbug	36455 Highway 26	20,000	
1	Manning	48400 NW Sunset Hwy.	30,000	
1	Mist	69281 Hwy 47	10,000	
1	Tillamook	3313 3rd Street	20,000	
1	Warrenton	1960 SE Dolphin Ave.	20,000	
2B	SW Portland MS	9637 SW 35th Dr	70,000	400,000
2B	Sherwood	OR-99W Mp 15.72	5,000	
2B	Wilsonville	I-5 Mp 283.50	25,000	
2B	E Portland MS	5315 NE 101st Ave	50,000	
2B	Powell	I-205 Mp 19.10	30,000	
2B	Milwaukie MS	2440 SE Stubb St	40,000	
2B	Carus	OR-213 Mp 8.14	20,000	
2B	Canemah	OR-99E Mp 14.20	20,000	
2B	N Portland MS	1100 N Columbia Blvd	30,000	
2B	Cornelius Pass	US-30 Mp 13.50	30,000	
2B	Jackson School	US-26 Mp 58.75	10,000	
2B	Campbell Bridge	OR-219 Mp 5.58	10,000	
2B	Fanno-Progress	OR-217 Mp 3.60	60,000	
2C	Barton	18951 SE Bakers Ferry Road Oregon City	15,000	190,000

2C	Cascade Locks	60 NE Forest Lane	40,000	
2C	Estacada	325 SW Second (& Wade) St.	14,000	
2C	Estacada	2125 NW Campus Drive	15,000	
2C	Govt Camp	US 30, Government Camp	36,000	
2C	Parkdale	7285 Hwy 35	40,000	
2C	Sandy	34250 SE Hwy. 26 -- MP 21.60	30,000	
3	Buell (OR Rt. 22, MP 4.64)	Hwy 22, 19.2 Miles West of Salem	10,000	114,000
3	Polk County Fair Grounds	99W, MP 58, at the fairgrounds	17,000	
3	Detroit	600 N. Santiam Hwy.	10,000	
3	McMinnville	1502 N. Highway 99W	10,000	
3	Mehama	Hwy 162, MP 21.7	20,000	
3	Newberg	730 Deskins	10,000	
3	Woodburn	1375 Blaine Street	37,000	
4	Albany	1100 SE Goldfish Farm Rd.	60,000	130,000
4	Corvallis	3700 SW Philomath Hwy.	20,000	
4	Grande Ronde	28795 Salmon River Highway	20,000	
4	Ona Beach	12735 NW Pacific Coast Hwy	10,000	
4	Rose Lodge	109 N. Rush Lane	10,000	
4	Sweet Home	205 Main Street	10,000	
5	Florence	15th St. E and HWY 101	10,000	130,000
5	Glenwood	1920 Henderson Blvd.	60,000	
5	McKenzie Bridge (seasonal)	56377 North Bank Rd.	20,000	
5	Oakridge (seasonal)	47828 Berry St	20,000	
5	Veneta	25171 Luther Way	20,000	
7	Boswell Springs	5443 Eagle Valley Rd.	21,000	147,000
7	Davis Slough	5089 Highway 101 South	21,000	
7	Glendale (I-5 MP 83.29, Barton Rd.)	Glendale (I-5 MP 83.29, Barton Rd.)	21,000	
7	Port Orford	1219 Arizona	21,000	
7	Reedsport	1200 Highway 101	21,000	

7	Shady (Roseburg)	3339 Old Hwy. 99S	21,000	
7	Sutherlin	Exit 135 - South end of Boswell	21,000	
8	Ashland	706 Tolman Creek Rd.	20,000	190,500
8	Cave Junction	202 Caves Hwy	10,000	
8	Central Point	4141 Hamrick Road	26,500	
8	Grants Pass	345 NE Agnes Ave.	25,000	
8	Hugo	Interstate 5, MP 66	10,000	
8	Lemolo (MP 73)	OR Route 138, MP 73	20,000	
8	Prospect	120 Mill Creek Drive	8,000	
8	Siskiyou (Upper Shed)	Interstate 5, Exit 6	30,000	
8	Slide Creek (MP 55)	OR Route 138, MP 55	20,000	
8	Wolf Creek	I-5 MP 75.6	21,000	
9	Arlington	1520 Highway 19	20,000	136,000
9	Condon	406 E. Frazer	10,000	
9	Maupin	MP 43 US 197	20,000	
9	Moro	68708 Hwy. 97	16,000	
9	Rufus (I-84, MP 109)	MP 109 Interstate 84	10,000	
9	Shaniko	US 97, City Limits	20,000	
9	The Dalles	3313 NE Bret Clodfelter Way	20,000	
9	Warm Springs	71739 Highway 216	20,000	
10	Bend	63055 N. Hwy. 97	40,000	160,000
10	Brothers	Hwy 20 MP 42.3	20,000	
10	Madras	201 NE Cherry Lane	20,000	
10	Mitchell	17655 Highway 26	10,000	
10	Prineville	3571 NE 3rd St (Hwy 26)	30,000	
10	Redmond	901 E Hwy 126	20,000	
10	Sisters	16415 HWY 126	20,000	
11	Chemult	11031 North Hwy 97	20,000	146,000
11	LaPine	51591 N Hwy 97	40,000	

11	Adel	20958 Hwy 140	8,000	
11	Alkali Lake	46331 Hwy 395 North	8,000	
11	Chiloquin	606 Chocktoot	10,000	
11	Klamath Falls	2557 Altamont Dr.	20,000	
11	Lake-of-the-Woods	37851 State Hwy 140 W	24,000	
11	Lakeview	1269 South G Street	16,000	124,700
12	Heppner	273 Linden Way Hwy 207 MP 45	13,500	
12	Hermiston	1840 South Highway 395	30,000	
12	Meacham	64462 Old Oregon Trail Road	0	
12	Mission Sand Shed	I-84, Exit 216 (South Side)	32,000	
12	Poverty Flats	I-84, Exit 224	20,000	
12	Spray	Highway 207, MP 93.7	9,200	
12	Spring Creek	I-84 Exit 248 (South Side)	10,000	
12	Ukiah	204 State Street	10,000	113,400
13	Baker City	I-84 Exit 302 (East side)	35,000	
13	Elgin	1800 Division Street	21,000	
13	Enterprise	715 Golf Course Road	17,400	
13	LaGrande	3014 Island Ave.	30,000	
13	Richland	1st and Walnut Street	10,000	140,000
14	Basque	US Route 95, MP 91.48	20,000	
14	Burns	252 South Date	20,000	
14	Canyon City	305 John Day Burns Hwy	20,000	
14	Jordan Valley	701 Bassett Street	20,000	
14	Juntura	5825 Fourth Street	20,000	
14	Ontario	541 Stanton Blvd.	20,000	
14	Vale	1077 Barkley Drive	20,000	Total
				2,261,600

Solid Salt Storage Locations			
District	Shed location	Address	Total Capacity (Tons)
2B	SW Portland Yard	9637 SW 35th Dr	60
2B	SW Portland @I-205	205 SB MP 7.5	90
2B	Holman (East Portland)	101st and Simpson	750
2B	Fanno-Progress	OR 217 MP 3.60	800
2B	Lawnfield	9200 SE Lawnfield Rd.	600
2C	Cascade Locks	25 Wa Na Pa Street	2,800
3	*Salem	455 Airport Rd SE	55
4	Albany	1130 Goldfish Rd SE	1,200
5	Springfield/Glenwood	1901 Henderson Ave	800
5	Coburg	I-5 Exit 199	900
7	Myrtle Creek (MP 112)	100 Ruckles Dr.	400
7	Boswell Springs	5443 Eagle Valley Rd.	550
8	Hugo	West side of I-5, Exit 66 (W1)	900
8	Hilt (CalTrans)	131 Hilt Rd Hornbrook, California	900
9	Goldendale (WSDOT)	I-84 Biggs Junction	450
9	The Dalles	3313 Bret Clodfelter Way	200
9	Arlington	1520 Hwy 19	900
12	Echo	South side of I-84, Exit 193	600
12	Irrigon	Soth side of I-84, Exit 168	600
12	Mission (Pendleton)	South side of I-84, Exit 216	600
12	Hermiston	1840 S Hwy 395	600
13	Meacham	64462 Old Oregon Trail Rd.	1,000
13	La Grande	3014 Island Ave	800
13	Ladd Canyon	I-84, Exit 268, 64100 Hot Lake Lane	800
13	Baker	19975 Hwy 86	800
14	Ontario	541 Stanton Blvd	650
14	Jordan Valley	701 Bassett Street	800
14	Basque	US Route 95, MP 91.48	800

*Bagged salt 2,500 lb. each

Total Tons

20,406

Attachment B

Approved Salt Use Areas

Attachment C

Salt Brine Pilot Plan