



Department of Transportation

**HIGHWAY DIVISION**

2557 Altamont Drive  
Klamath Falls, Oregon 97603  
Phone: 883-5662

In Reply Refer to  
File No.:

December 11, 1989

Mr. Nick Nikkila  
State of Oregon  
Dept. of Environmental Quality  
Air Quality Division  
811 SW Sixth Avenue  
Portland, OR 97204

Re: Klamath Falls Fugitive Dust Controls

Dear Mr. Nikkila:

Your letter of April 12, 1989 brought to our attention the need to control fugitive dust emissions from winter road sanding operations as a key element of the Oregon PM 10 State Implementation Plan. The Department of Transportation, in association with Klamath County and the City of Klamath Falls, has reviewed a number of potential dust control options which we believe will result in a marked improvement in air quality. The fugitive dust control strategy that we have selected includes the following elements:

1. For winter road sanding, replacement of cinder sanding material with liquid de-icing agent on the following streets:

South Sixth Street between M.P. 0.95 and M.P. 5.6.  
Alameda Bypass between M.P. X6.85 and M.P. X2.24.  
Washburn Way between M.P. 0.0 and M.P. 1.33.  
South Side Bypass between M.P. 0.0 and M.P. 5.9.

Additionally we will supplement sanding on US 97 between M.P. 272 and M.P. 277 with liquid de-icing agent where possible.

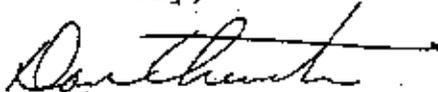
2. The Department of Transportation Highway Division will make every attempt to minimize street sanding application rates consistent with traffic safety objectives.

Fugitive Dust Controls  
Don Thurston  
December 12, 1989

3. The Department will attempt to clean up sanding materials from the roadway and shoulders as soon and as frequently as practical following storm events. At the end of the winter street sanding period, cleanup of road sanding materials will be done so as to minimize dust reintraintment.
4. The Department also agrees to review construction contract Standard Specifications and Project Provisions for the inclusion of appropriate terminology relating to local ordinances concerning the deposition of soil materials from construction sites onto paved roads (trackout). Tracking mud onto the highway is a citable offense.

The Oregon State Highway Division is interested and concerned both in a healthful environment and the safe and efficient operation of the state highway system. We believe the measures outlined above will reduce the amount of sand used in the urban area by at least 60%.

Sincerely,



DON THURSTON  
District Maintenance Supervisor

DT:ml

cc: Dale Allen