

# SALT MANAGEMENT STRATEGY: NON-TRADITIONAL BMP WORKGROUP

## THINKING OUTSIDE THE BOX

Non-traditional Best Management Practices (BMPs) include activities that are outside of current and common methods for winter maintenance. Non-traditional BMPs, by nature, are changes to the norm. As such, public acceptance for those changes in terms of cost, expectations, and behavior will be an important consideration. A summary of non-traditional BMP categories is provided below. The categories and examples listed are not exhaustive. They are meant to initiate workgroup discussions on the topic.

The decision to implement a particular BMP or suite of BMPs is dependent on a number of factors including budgets, availability of incentives, resistance to change, liability issues, and environmental considerations. There is no one-size-fits-all solution. The objective of this workgroup is to compile a suite of applicable non-traditional BMPs for consideration by winter maintenance decision-makers and other stakeholders.



### Level of Service

- Periodically evaluate and refine levels of service
- Public expectations
- Budgets
- Prioritizing service areas
- Review urgency of service

### Funding Support

- Private organization grants and loans (e.g. businesses, water utilities, power companies)
- Federal, state, and local government programs (e.g. EPA Section 319 funds)
- Non-profits
- Collaborative means to overcome financial barriers to BMP implementation (e.g. Public-Private bulk purchasing/storage sharing)

### Behavioral BMPs

- Inform/Influence public expectations
- Winter driver education
- Winter speed limits
- Certification/training programs
- Teleworking
- Award/Recognition Programs
- Slip/fall liability protection
- Improved winter maintenance contracting

### Physical/Structural BMPs

- Use alternative deicing materials: Acetates, formates, succinate-based, glycol-based, additives (e.g. beet juice), abrasives (e.g. sand) for both roadways and sidewalks
- Install alternative pavement types (e.g. conductive concrete)
- Incorporate modified structural designs (e.g. covered parking and walkways)
- Use snow melting equipment
- Reduce road widths
- Maintain darker pavement colors
- Increase pavement roughness
- Improved tires
- Road Weather Information Systems and Maintenance Decision Support

The information in this flier was compiled from existing materials in the sources listed below.

**References:**

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2. Maryland Department of Transportation. 2017. Maryland Statewide Salt Management Plan.  
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4. Minnesota Pollution Control Agency (MPCA). 2016. Twin Cities Metropolitan Area Chloride Management Plan.  
<https://www.pca.state.mn.us/sites/default/files/wq-iw11-06ff.pdf>, accessed 7/16/2018.

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