



Town of Bolton - Department of Public Works

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SALT BRINE

You may have noticed Public Works vehicles spreading liquid on the roads prior to a storm. This is a fact sheet designed to answer your questions about the material being used and the process.

WHAT IS SALT BRINE?

Salt brine is water saturated with sodium chloride, or more simply, rock salt dissolved in water. It will be the Town of Bolton's anti-icing program which takes a proactive approach to controlling snow and ice on Bolton's roadways. Applying brine to the roadway is similar to spraying a frying pan with oil to keep food from sticking to the bottom of the pan.

WHEN IS SALT BRINE USED?

Salt brine is applied by spraying it onto the pavement up 48 hours in advance of a winter storm.

WHAT IS PRE-TREATING?

Pre-treating is a snow fighting strategy used in anticipation of wintry conditions. If applied before a winter storm, salt brine will begin working as soon as the first snowflake falls and will help delay the accumulation of snow and ice on the pavement.

WHY USE SALT BRINE?

It is anticipated that pre-treating will save the Town a great deal of money in material cost alone. It is very cost-effective and allows Public Works crews to apply the material during normal working hours. The pre-treatment helps prevent the snow/ice from bonding to the pavement surface. As a result, the roads return to bare pavement much quicker once the storm has ended.

HOW IS SALT BRINE APPLIED TO THE ROAD WHEN PRE-TREATING?

Residents and motorists can expect to see Bolton DPW crews pre-treating the roads with salt brine using a specially modified truck.

WHAT SHOULD I DO WHEN FOLLOWING A TRUCK APPLYING SALT BRINE?

The truck applying salt brine usually travels at a speed of less than 40 MPH. Motorists should stay back at least 500 feet from the vehicle.

WHAT ARE OTHER ADVANTAGES OF USING SALT BRINE?

1. Anti-icing returns road surfaces to normal faster, resulting in fewer accidents and delays.
2. Using a liquid ice-melter jumpstarts the melting process because salt needs moisture to be effective.
3. Brine doesn't bounce or blow off the road surface so material is used more efficiently.
4. If the storm is delayed, salt residue remains on the road ready to work when precipitation begins.
5. Crews can cover more territory by beginning treatment in advance of a storm.
6. Increased efficiency results in use of less salt, minimizing environmental concerns.