



## Proposed Winter Maintenance Salt Barn in Kensington, Montgomery County

The Maryland Department of Transportation's State Highway Administration (SHA) proposes to construct a new salt barn in the northeastern quadrant of the I-495 / MD 185 (Connecticut Avenue) interchange.

### **Frequently Asked Questions**

#### **1. What environmental assessments were conducted?**

National Environmental Protection Agency (NEPA) Clearance: Regulatory agencies are reviewing the proposed design to identify the presence of any rare, threatened and endangered species, wetlands, special protection area (like Rock Creek Park), historical structures or archeological resources that require protection strategies.

Wetland Delineation in accordance with the Clean Water Act: The wetland delineation identified two man-made wetlands, which are not associated with the Rock Creek Park system. The larger wetland will be preserved and reforested in the proposed design. The smaller wetland will be impacted by site entrance improvements and will not require mitigation. It was also determined that the project lies outside the 100-year floodplain and the Chesapeake Bay Critical Area. SHA will coordinate further with the Maryland Department of the Environment (MDE) for wetland impact permitting.

Forest Stand Delineation in accordance with the Forest Conservation Act: The forest stand delineation determined that no areas that meet forest criteria will be impacted. The proposed design includes reforestation to increase the existing forest buffer with Rock Creek Park. SHA will coordinate further with the Maryland Department of Natural Resources (MDNR) for permitting.

Note that this SHA property is a previously disturbed site that has been used for construction staging for other projects in the past decade. The proposed design will establish landscaping and more tree cover, as well as put the property into service for public safety.

#### **2. How will Rock Creek be protected from environmental impacts?**

Stormwater Management regulations: The proposed salt barn design complies with all Maryland Department of the Environment (MDE) stormwater management (SWM) regulations.

Stormwater Erosion and Sediment Control regulations: The proposed salt barn design complies with all Maryland Department of the Environment (MDE) erosion and sediment control (E&S) regulations.

Best Management Practices: To protect the Rock Creek ecosystem, the proposed design will follow Best Management Practices (BMPs) during construction. Stormwater will be collected and treated before discharge to an existing storm drain system. (See below for more detail.)

Both a Spill Prevention, Control and Countermeasures Plan (SPPCP) and Stormwater Pollution Prevention Plan (SWPPC) will be prepared to identify protocols to be put into place to protect the Rock Creek ecosystem.

A fabric door curtain and wooden doorstep at the salt barn opening will contain stored salt within the structure when not in use.

**3. How will stormwater from this site be managed to protect Rock Creek?**

The proposed design will direct all stormwater to three stormwater treatment features that are sized to contain a 100-year storm event (approximately 8.23 inches rain in 24 hours) and to treat a 10-year storm event (approximately 4.77 inches of rain in 24 hours). Grading and curbs will direct storm drainage to the treatment facilities and prevent water from overflowing the salt barn site proper, which does not take up the entire SHA property but is surrounded by further buffering from the Rock Creek system. After treatment the stormwater will be discharged to an existing, closed storm drain system that parallels Kensington Parkway.

**4. How will Rock Creek be protected if the diesel fuel tank, salt brine and magnesium chloride tanks fail?**

The SHA uses best management practices that exceed regulatory requirements for salt brine and magnesium chloride tanks. The brine storage tanks will be placed inside a concrete structure designed to contain potential tank failure. A roof will further protect the tanks from the elements.

The diesel fuel tank will be double-walled, bullet-proof, and fire-proof. A continuously monitored system between the inner and outer walls will instantly notify SHA if the inner wall has a leak. The outer wall will contain the diesel fuel contents if the inner wall fails.

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