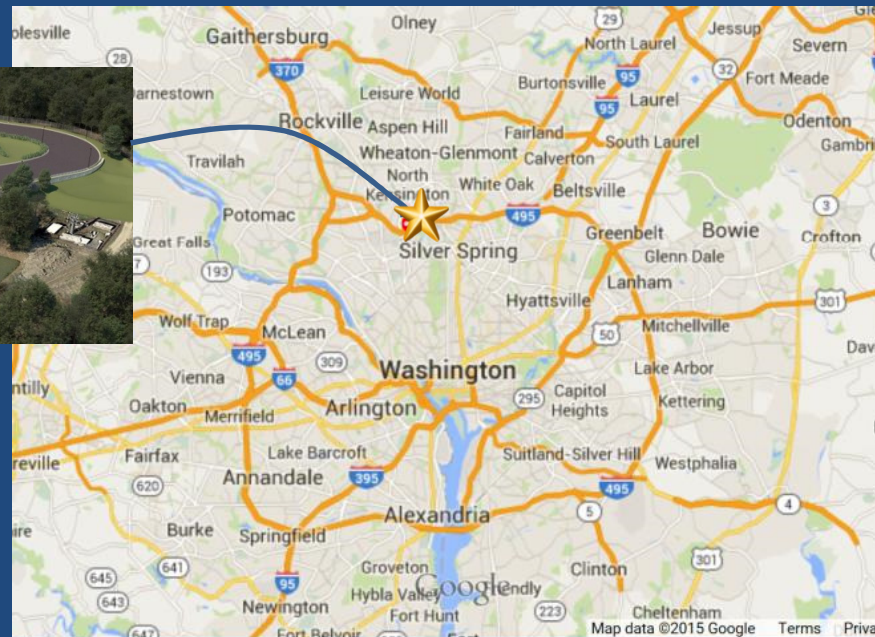




# WELCOME



## ***Proposed Connecticut Avenue Salt Barn***

### **Public Information Meeting**

### **April 7, 2016**



## AGENDA

- Purpose and Need
- Proposed Location
- Site Access
- Proposed Design
- Draft Schedule



**Blizzard Jonas, 1/22/16 – 1/24/16**

**Purpose and Need**



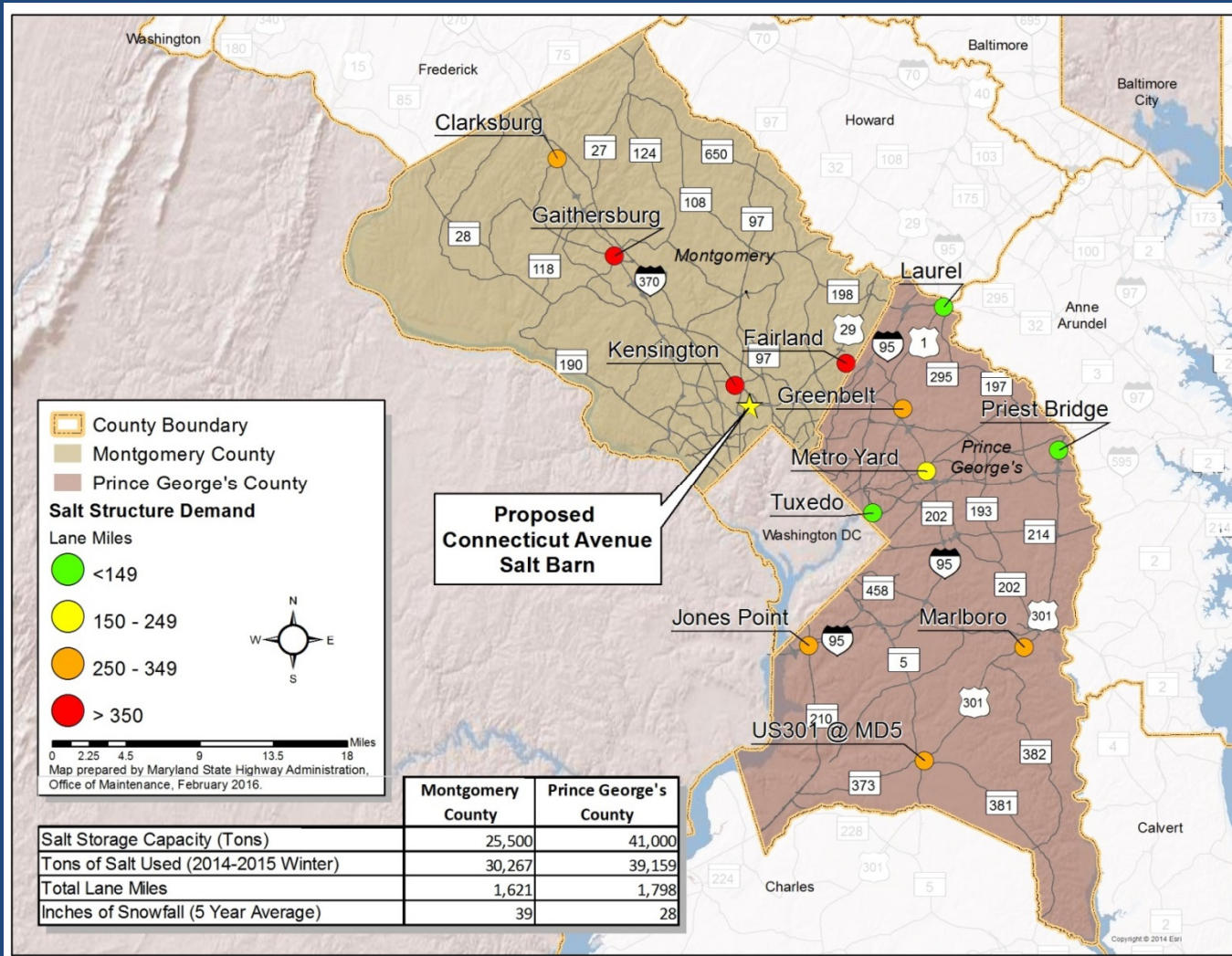
## Better Response Time and Coverage during Winter Emergencies

- To ensure public safety in southern Montgomery County, the top side of the Capital Beltway, and the highest concentration of SHA roadways in the County



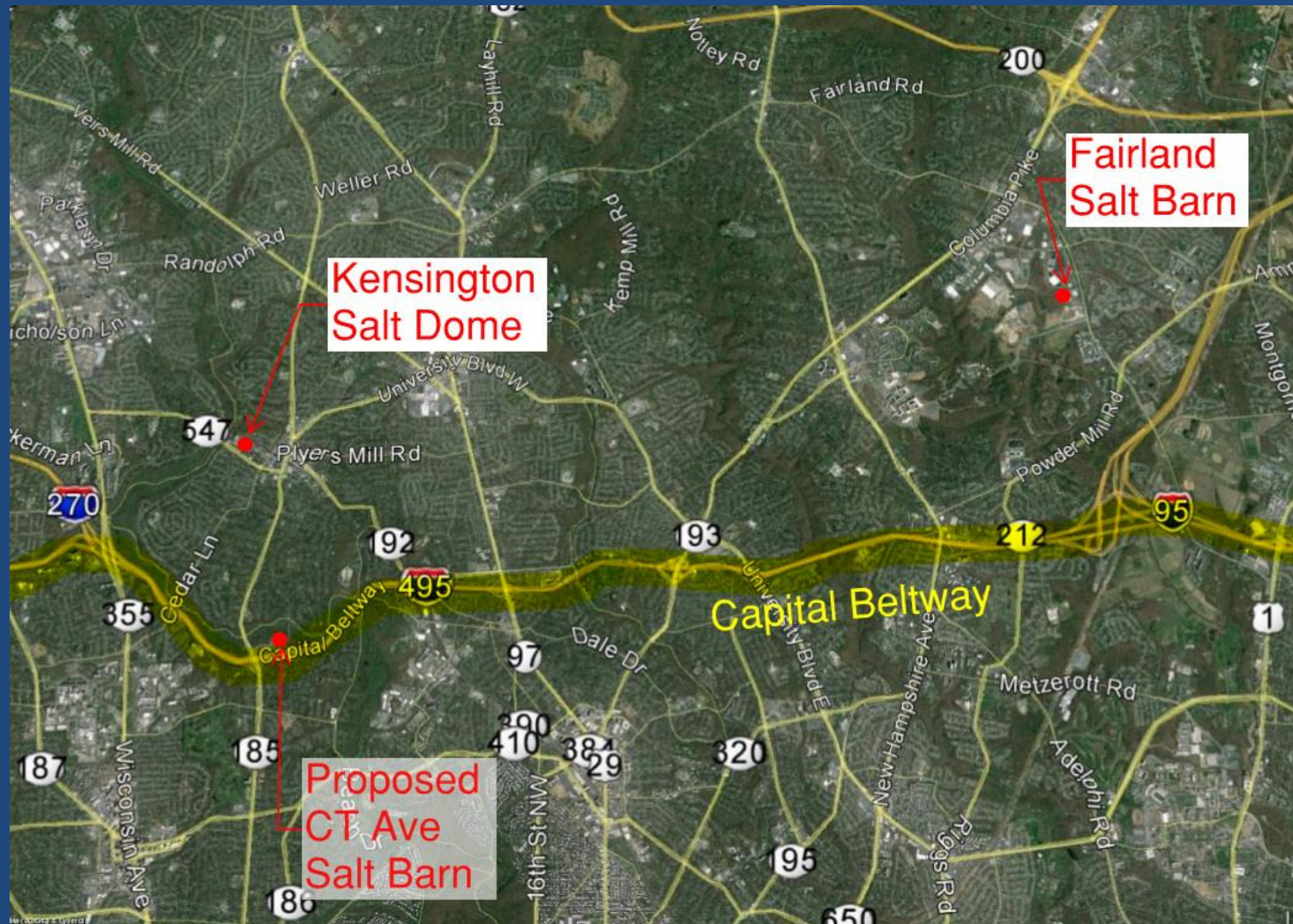
**Purpose and Need**





**Purpose and Need: demand vs. available storage**





**2 existing salt storage facilities serving this region**





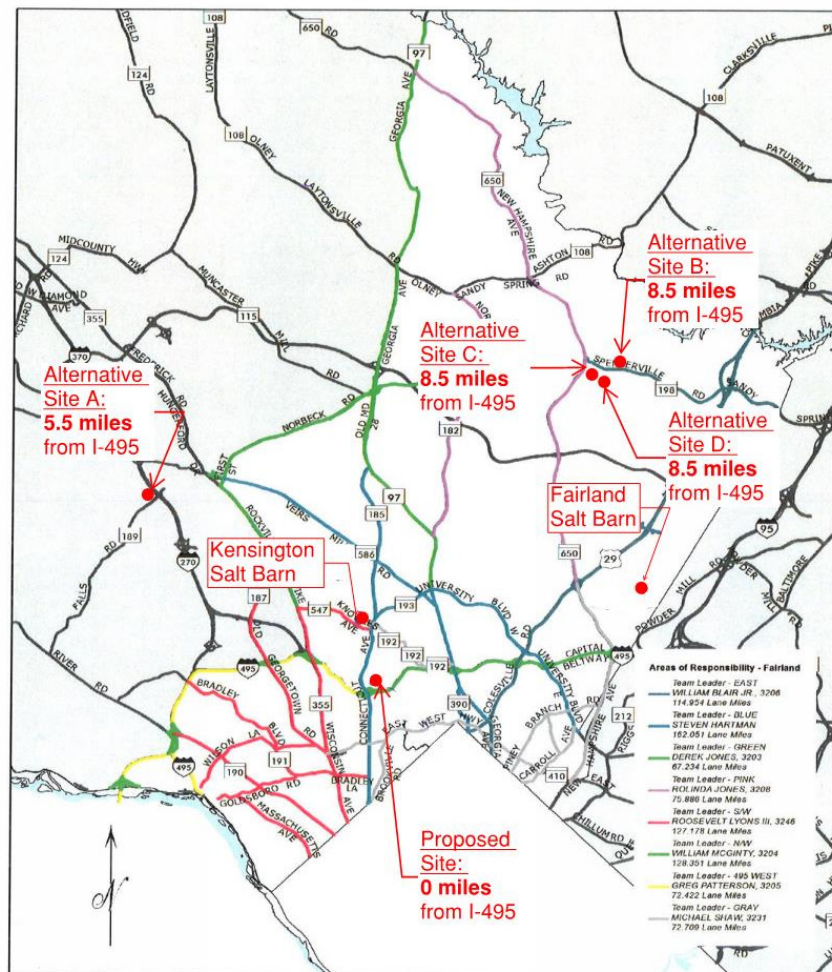
4200 Howard Avenue



## Kensington Salt Dome

- Insufficient salt storage capacity (4400 tons)
- Insufficient truck queuing capacity
- Inclined terrain on site is difficult for trucks
- Congested surrounding urban roads
- No existing stormwater management facilities
- No room for stormwater management facilities

**Purpose and need:  
insufficient salt storage  
facilities**

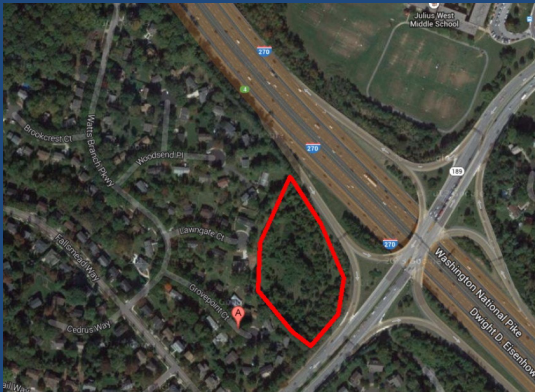


## Investigated four other SHA-owned sites

but found them unsatisfactory due to neighborhood context, distance from beltway, and greater environmental impacts.

[Further information will be available at the display boards.]





Alternate site A:  
Northwest quadrant of  
the I-270 interchange at  
MD 189 (Falls Road), in  
Rockville, MD.



Alternate Site B:  
North of and adjacent to  
MD 198 (Spencerville  
Road), between Oak Hill  
and Batson roads, in  
Burtonsville, MD.

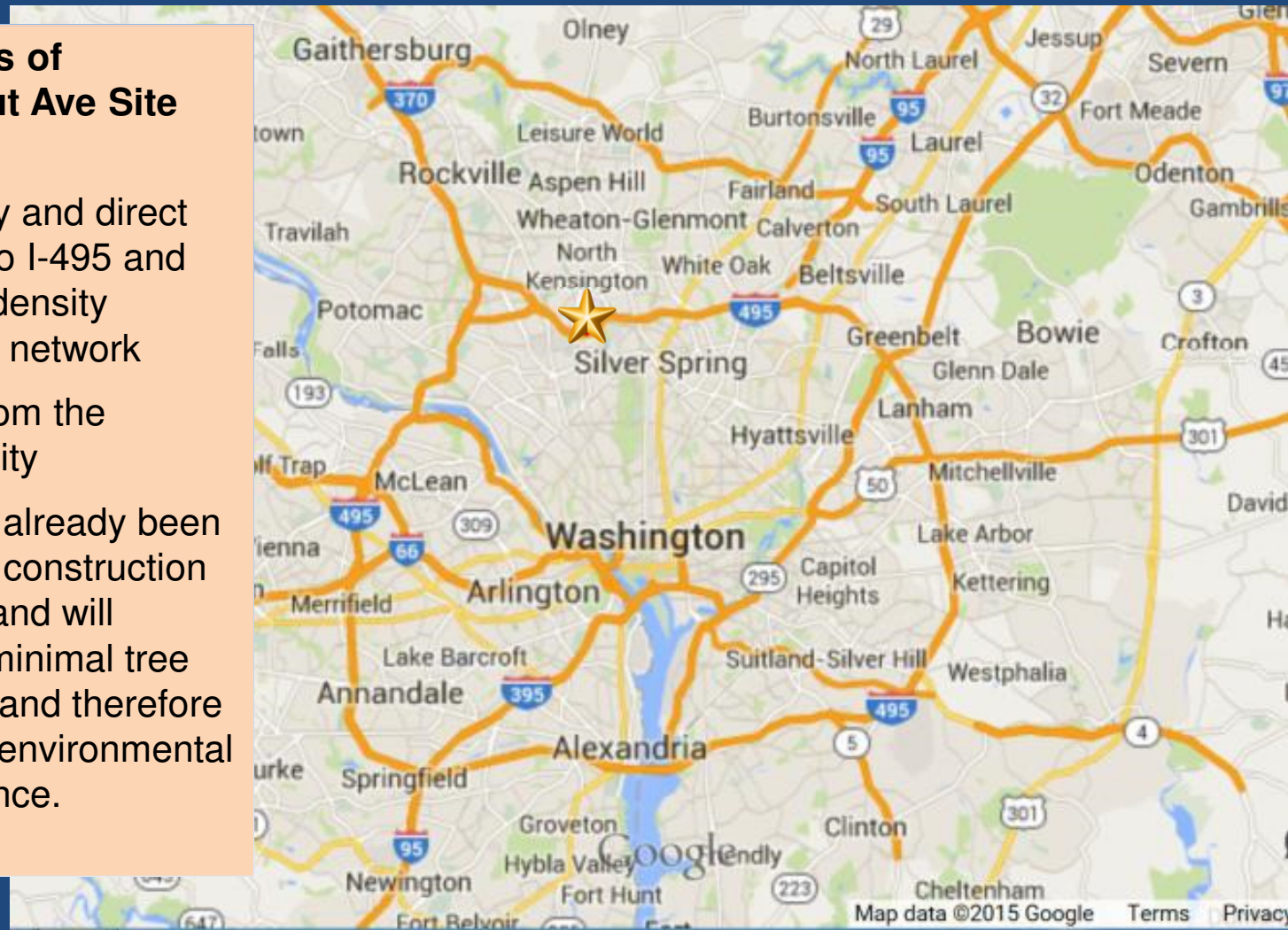


Alternate Sites C & D:  
Southeast quadrant of the  
MD 650 intersection at MD  
198 (Norbeck Road/  
Spencerville Road), in  
Spencerville, MD.



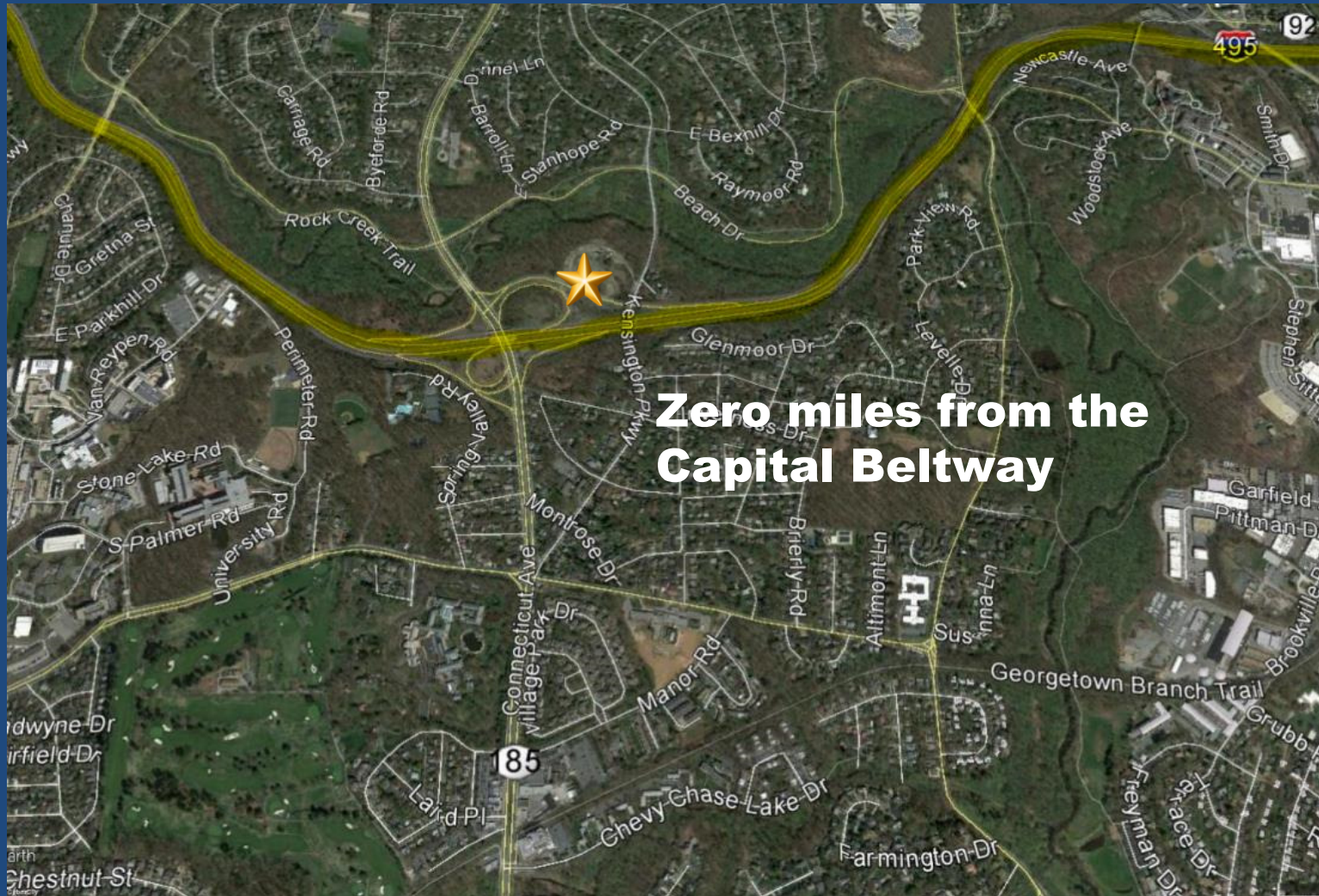
### **Advantages of Connecticut Ave Site Location:**

- Proximity and direct access to I-495 and highest density roadway network
- Buffer from the community
- Site has already been used for construction staging and will require minimal tree clearing and therefore minimal environmental disturbance.



**Proposed Location**





**Zero miles from the  
Capital Beltway**

**Proposed Location**





**Proposed Location**



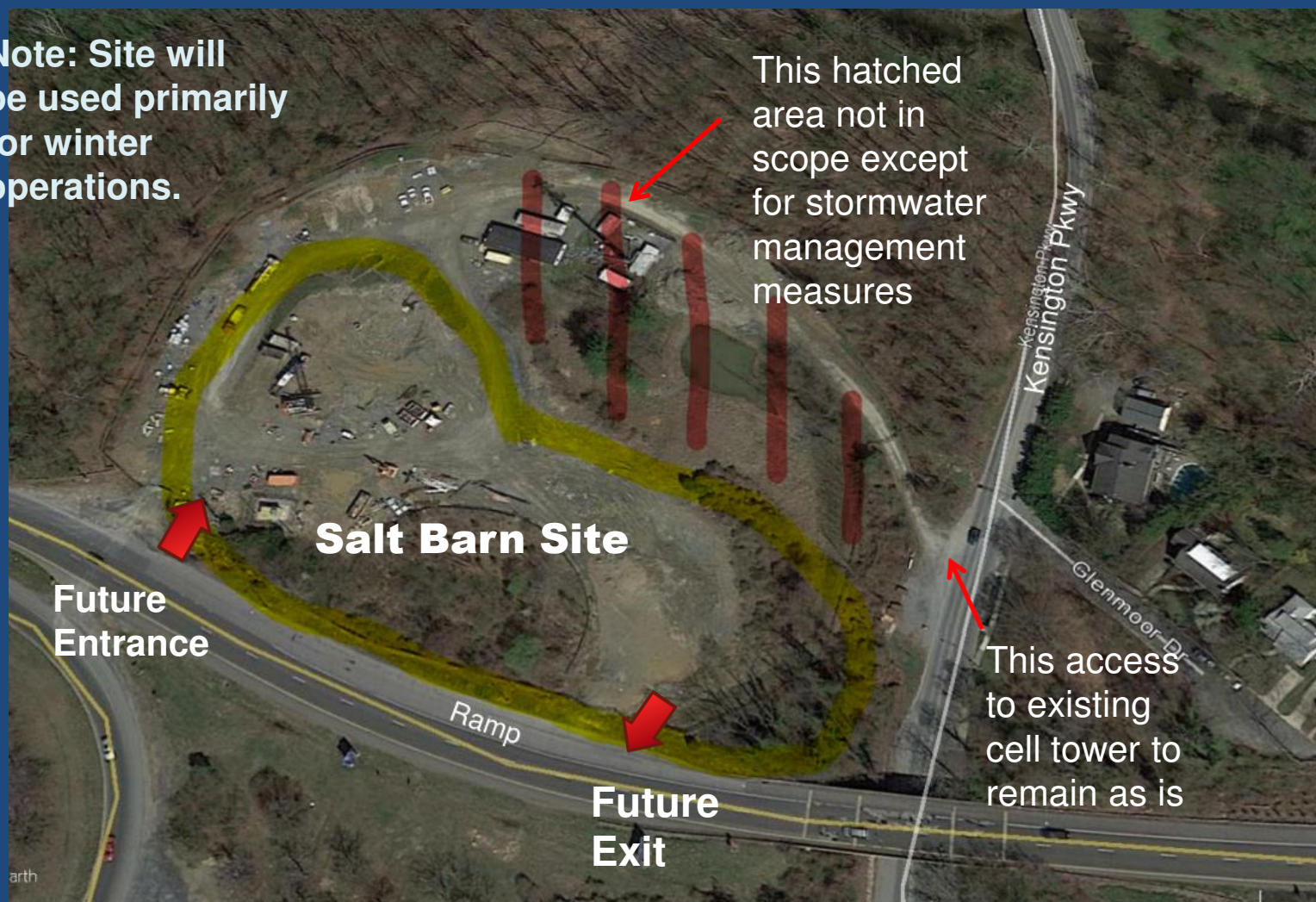


## Associated Roadway Improvements Project





Note: Site will  
be used primarily  
for winter  
operations.



## Site Access





**Site is outside Rock Creek 100-year floodplain**

## **The proposed project is subject to the following State and Federal environmental assessments and regulations:**

- National Environmental Protection Agency (NEPA) Clearance
- Wetland Delineation in accordance with the Clean Water Act
- Forest Stand Delineation in accordance with the Forest Conservation Act
- Stormwater Management regulations
- Stormwater Erosion and Sediment Control regulations
- Spill Prevention, Control and Countermeasures Plan (SPCCP)
- Stormwater Pollution Prevention Plan (SWPPP)

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

- Proposed design will direct all stormwater to three stormwater treatment features that are sized to contain a 100-year storm event and to treat a 10-year storm event
- Grading and curbs will direct storm drainage to the treatment facilities and prevent water from overflowing the salt barn site
- After treatment, the stormwater will be discharged to an existing, closed storm drain system that parallels Kensington Parkway.



## Best Management Practices During Construction and Maintenance

- **3 stormwater management facilities** designed to contain a 100-year storm as well as treat a 10-year storm
  - 1 microbioretention pond
  - 2 surface sand filters
- **Curbs** to direct drainage to the 3 stormwater management facilities
- Stormwater management facilities which will treat and then direct stormwater to an **existing, closed system**
- Front of the salt barn must be swept after loading or unloading.
- Site is regularly inspected for environmental compliance.
- Inspections are regularly audited by the Environmental Compliance Division.
- Spill kits are maintained on site.
- A fabric door curtain and wooden doorstep at the salt barn opening will contain stored salt within the structure when not in use.



## Proposed Design





Camera viewpoint

Rendering of aerial view looking west (Camera 1)

## Proposed Design



## View looking west from ramp



Day (Camera 2)



Camera viewpoint



Night (Camera 2)



Night (Camera 2) – Winter Operations

# Proposed Design



## View looking west from ramp – **future tree screen growth**



Day (Camera 2)



Camera viewpoint

## Proposed Design

## View looking east from ramp



Day (Camera 4)



Night (Camera 4)



Night (Camera 4) – Winter Operations



Camera viewpoint

# Proposed Design



## View looking west from Kensington Parkway



Day (Camera 3)



Camera viewpoint



Night (Camera 3)



Night (Camera 3) – Winter Operations

# Proposed Design

## View looking west from Kensington Parkway – **future tree screen growth**



Day (Camera 3)



Camera viewpoint

# Proposed Design





**2016**

- **Design**

**2017**

- Summer: Advertise for Construction Bids (Proposed)
- **Winter: Proposed Beginning of Construction**

**2018**

- **Construction Duration 18 months**

**2019**

- **Spring: Proposed End of Construction**

**Draft Schedule**



***Maryland Department  
of Transportation***



Please adjourn to display boards for further information  
and Questions & Answers.