

James Campbell

jcampbell@somersetdev.com

[Hide details](#)

To:



Date: August 5, 2013, 10:16 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

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The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While

MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

James Campbell
5516 Uppingham Street
Chevy Chase, MD 20815

Candace

catwomanjat@aol.com

[Hide details](#)

To:



Cc:



Date: August 16, 2013, 4:46 PM

Please do not destroy any more woods to build more roads. The wildlife doesn't have enough as it is. I see animals hit by cars in the road almost every day. Also to remove more wooded areas would cause more pollution.

Alternative 1 is the best (no build), but if you must build something, then alternative 2 would be the next best (improve existing intersections).

To build more roads would only encourage more traffic. Public transportation use has been increasing, the news stated they can't even keep up with demand. The money would be much better spent on increasing public transportation if possible. Traffic has not gotten any worse, has stayed the same. The public way should be encouraged instead of more driving and traffic.

House values are already lower than some people are paying in mortgage. We certainly don't need more devaluation. A quiet neighborhood would be disrupted by this, and obviously devalued more.

Also Lyme disease is getting to be a big problem. Deer are already in everyone's yard, destroying more of their habitat will only make that even worse.

I hope that you will choose to preserve the little bit of woods that is left around here, not destroy more of nature, wildlife, cause more pollution. And not encourage more traffic, but to encourage more public transportation instead, as more people already are using it.

Sent from my iPhone

Barbara

cantileb@gmail.com

[Hide details](#)

To:



Date: August 12, 2013, 1:26 PM

Dear Sir:

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Barbara Cantilena
10326 Watkins Mill Drive
Montgomery Village, MD 20886

Barbara

cantileb@gmail.com

[Hide details](#)

To:



Date: August 12, 2013, 12:31 PM

Dear Sir:

I am totally against M-83. The highway would run right through the back of my and many other homes, through an area where children play sports, and through a wildlife preserve.

I wish you could see the amount of water that the preserve holds. When it rains, one can see the impact of the water levels in so many areas. If this highway proceeds in being built, I can just imagine the impact of the amount of water we will have in our homes resulting in a high cost of septic problems. Never mind that the value of our house will decrease and kids will no longer have a home to play baseball, football, etc.

Again, this is a wildlife preserve, but that has never seemed to matter to the people who see money, roads, expediency, and supposed legacy as their primary motive. My son when first in college wrote a paper on this wetlands area so we both went to explore and found all kinds of wildlife. The idea that they can be displaced and another wetlands area can be re-created as it is now seems ludicrous.

Please hear my voice and that of others who will be immediately and adversely impacted by this road. There certainly have to be better alternatives.

Please stand up for nature...

Thank you for your time.

Sincerely,

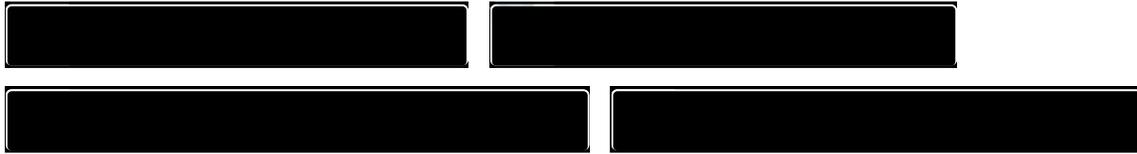
Barbara Cantilena
10326 Watkins Mill Drive
Montgomery Village, MD 20886

Les Cappetta

lcapp30126@aol.com

[Hide details](#)

To:



Date: August 10, 2013, 1:51 PM

Dear Sir,

I strongly support the completion of the Midcounty Highway along the Master Plan route – Alternative 9, Option A. For the last 50 years, the communities and neighborhoods in this area have been designed and built with the anticipation of a transportation network system that would provide citizens with a safe, efficient, and practical route to reach transit centers, jobs, schools, parks, and retail centers.

I am strongly opposed to Alternative 4 because it does not provide a safe, nor efficient, nor practical route for up-county commuters and citizens. Widening Brink Road would be a safety nightmare. Crossing multiple lanes of traffic to make a left hand turn would be extremely dangerous. The other option, to make a right hand turn and then U-turn, is not only dangerous but also impractical.

By adhering to the Master Plan (Alternative 9A), there will be minimal interference with existing communities and roads. This plan will allow efficient traffic flow thereby minimizing travel time, air pollution and carbon dioxide emissions and it will tie existing roads together into a coherent transportation system.

Thank you,

Patricia Cappetta
21008 Cog Wheel Way
Germantown, MD 20876

Kathy Carey

kthcar1@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 4:48 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Kathy Carey
6692 Hillandale Rd
Chevy Chase, MD 20815

Joe

Joe@autosealtech.com

[Hide details](#)

To:



Date: August 15, 2013, 9:59 PM

Dear Mr. Dinne and Mr. McKewen: Carmen and I strongly support Alternative 9, OptionA (M-83) , the Master Plan route. Carmen and Joe

David Cherry

dtcherry@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 9:15 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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I have seen how infrequently the expensive ICC is used.

Signed,

David T. Cherry

David Cherry
4977 Battery Lane, #1015
Bethesda, MD 20814

Igor Chugunov

igor1409@yahoo.com

[Hide details](#)

To:



Date: August 7, 2013, 10:26 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Igor Chugunov
19217 Gatlin Drive
Gaithersburg, MD 20879

Yevgeniya Chugunova

jane_3005@yahoo.com

[Hide details](#)

To:



Date: August 7, 2013, 10:07 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Yevgeniya Chugunova
19217 Gatlin drive
Gaithersburg, MD 20879

Andrea Cimino

cimino.andrea.m@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:24 AM

This message may not have been sent by: cimino.andrea.m@gmail.com

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Andrea Cimino
5113 Crossfield Ct #9
North Bethesda, MD 20852

Dianne Cinnamon

dcinnamon@comcast.net

[Hide details](#)

To:



Date: August 2, 2013, 2:56 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Dianne Cinnamon
2619 Colston Drive
Chevy Chase, MD 20815



Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

An old town with new ideas

Mr. Jack Dinne, CENAB-OP-RMN
U.S. Army Corps of Engineers
Baltimore District

Mr. Sean McKewen
Maryland Department of the Environment
Wetlands and Waterways Program

Mr. Greg Hwang, Project Manager
Montgomery County Dept. of Transportation

August 20, 2013

Dear Sirs,

I am writing to reaffirm the Clarksburg Civic Association's support of M-83 and the Master Plan Alignment, Alternative 9. M-83 has been master planned for decades and is included in five local master plans. M-83, which connects present Midcounty Highway in Montgomery Village to Snowden Farm Parkway in Clarksburg, is a spine road around which Clarksburg was designed and built. The density in Clarksburg would never have been approved without planned road and transit infrastructure. Current roads are inadequate and many intersections are already failing. In other words, Clarksburg is predicated on transit AND new roads. Neither should now be in question. It is not an "either-or" proposition; we need both. Germantown has been re-master planned for 3,500,000 square feet commercial and over 9,000 additional residential units. This will put even more pressure on existing roads, thus making the need for M-83 even greater for surrounding communities, especially Clarksburg. M-83 will drastically reduce congestion and trip time for trips north and southbound, thus reducing gasoline emissions and the overall carbon footprint generated by the residents of Clarksburg when leaving their homes and community to travel to work, school, activities, and errands. Most of these trips are not possible to take via transit, and may never be possible via transit, due to multiple factors such as family schedules, limited transit service, lack of connectivity of roads, to mention a few things. It's unrealistic to expect that the residents of Clarksburg will suddenly be able to exit their cars and take only transit or be willing to sit in traffic any time they wish to go grocery shopping or to take children to school or activities.

Other proposed alignments, which are now under consideration, affect people who bought homes believing they could trust master plans. Some could lose parts of their property or even their home. Choosing another alternative will unfairly impact them, and lower their property values.

Alternative 9a is the best alignment for M-83.

- 1) Bridges are used to span some wetlands.
- 2) Trip times are greatly reduced.
- 3) Removes less than an acre of woods/wetlands

- 4) Provides an alternative to 355 and 270.
- 5) Right of way has been obtained

There is vocal opposition to this road, but, please keep in mind that opposing voices are usually louder than the voices of supporters. Also, it is very difficult to get vocal support for something that is decades away from being built, no matter how badly it will be needed in future. Many of those in the opposition have known about M-83 for decades. In Montgomery Village there are signs notifying residents that a road is going to be built. Residents along the master planned alignment signed documents at closing informing them of the proposed road. Even the outspoken Dayspring retreat not only knew the road was planned, they chose to purchase property that would be affected after watching a Germantown master plan process which incorporated the road, in the 1970s. Let me state that again: Dayspring actively chose to buy property that would be affected by the road AFTER the 1974 Germantown Master Plan incorporated M-83. Dayspring subsequently did not voice any opposition to M-83, even when Clarksburg was being master planned in 1994.

Clarksburg was planned with a direct transit route to Shady Grove, the CCT. Now this is to be a circuitous route around Science City and will not ever reach Clarksburg for decades, if at all. The state of Maryland is aware that CCT will be long-delayed in reaching Clarksburg, yet this has not been factored into the traffic patterns for the Midcounty Corridor Study.

M-83 must be built and Alternative 9 must be the alignment. Doing nothing, or choosing another alignment will be disastrous for Clarksburg. Clarksburg has become an island, isolated by lack of roads, lack of transit, and lack of services. Please do not perpetuate this status. The residents of Clarksburg deserve better, and relied upon the Master Plan alignment when selecting their homes, as did the residents of Goshen who would be adversely affected by Alternative 4. No matter the vocal nature of the opposition, the route was publicly available and disclosed, not only to residents of Clarksburg, but also surrounding communities such as Montgomery Village, and businesses, such as Dayspring Retreat.

Thank you for your consideration,



Barry Fantle

President, Clarksburg Civic Association

Cindy Connolly

k_connolly7@comcast.net

[Hide details](#)

To:



Date: August 9, 2013, 12:47 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Please take a walk through the site to get a feel for all the wildlife and people who use and enjoy the areas. Please think of all the voices you have heard and are hearing that are so against this construction.

Signed,
Cindy Connolly

Cindy Connolly
11001 Grassy Knoll Terr
Germantown, MD 20876

Aimee Coogan

aimeecoogan@verizon.net

[Hide details](#)

To:



Date: August 2, 2013, 1:10 PM

Dear Mr. McKewen,

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Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

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MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Aimee Coogan
16960 Oakmont Avenue
Gaithersburg, MD 20877

Steven Cook

cookstevend@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 10:55 AM

This message may not have been sent by: cookstevend@gmail.com

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

MCDOT should be called MCHD, Montgomery County Highway Department. That's all they know how to do. When you are a hammer, every problem looks like a nail. They need to be reined in and modernized. This is not the 1950s.

Signed,

Steven Cook

Steven Cook
6505 Marjory Lane
Bethesda, MD 20817

Chad Cooley

ccooley@bozzuto.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 13, 2013, 3:08 PM

Dear Messrs Dinne and McKewen;

I want to express my support for the Master Plan route, M-83, to complete the Midcounty Highway. I live in the Midcounty Corridor area and daily have to cope with dangerous and time consuming congestion on roads ranging from our small rural rustic roads to I-270. Someday we hope to see one of the "21st century" transit systems for our area, but our transportation problem is here, the problem is now, it is only becoming worse, and we will always need an effective road system. Our daily life - jobs, shopping, daycare, local bus service, etc. require safe and efficient roads. Completing the Midcounty Highway as planned will not only make a big difference in our area, it will complete a major transportation system and relieve congestion throughout much of the Upcounty with a corresponding decrease in the congestion-associated social, economic and environmental harm.

We do know that even after recent design changes there will be environmental disturbance in completing M-83. We regret this but feel that it is necessary to complete an effective road system that will allow us to make the best use of the very large Upcounty residential and commercial development, and the associated environmental disturbance, that has already taken place over the last several decades. The end result will be a net improvement in personal well-being, economic health, and carbon dioxide emissions.

Stick With The Master Plan, M-83, Alternative 9A.

Thank you,

Chad and Lisa Cooley

20911 Lochaven Ct.

Gaithersburg, MD 20882

301-569-7254

A Proud and Happy Gaithersburg Resident!

jennifercross@comcast.net

jennifercross@comcast.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date:

August 20, 2013, 9:09 PM

The Watkins Mill Elementary PTA is very concerned about the proposal to complete M-83. Having the road so close behind our school would be bad for our students. It would increase pollution in the air our children breathe in everyday at recess on the playground. It would take a way space that our children play in during recess and during physical education classes. In addition a large portion of our students walk to and from school everyday and it poses a great danger to these children's safety to have to cross a major road to get to school and home safely. Please choose another option for improving the counties transit that would not put our students at risk. I would like to know what the plan is for keeping our children safe if the road is built behind the school.

Thank you for your time and consideration.

Jennifer Cross-Lozano

Watkins Mill ES PTA President

cell: 240-620-8206

<http://www.montgomeryschoolsmd.org/schools/watkinsmilles/pta/>

Find us on Facebook: Watkins Mill Elementary PTA

Follow us on Twitter: WMESPTA

ecrowncen@gmail.com

[Hide details](#)

To:



Cc:



Date:

I strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options.

I have lived in Montgomery County for the past 57 years and certainly have seen a lot of change! I will never forget how big an improvement it was for me when Mid-County Highway opened and I think we really need for this road to be completed as it was originally planned as soon as possible. I grew up on Davis Mill Road and now visit my mother who still lives there on a daily basis. It used to be a dirt road with only a small amount of traffic, then it was paved and became an official Rustic Road. Now the pavement is a mess and the traffic horrible. Cars speed on this road all the time, and I am afraid to drive it except at night time when I can see headlights coming when going around the corners. People use this road all the time to try to avoid traffic and the pavement is a total mess of pot holes and it is very dangerous to drive on. This roads needs to return to a true rustic road, and the people in Clarksburg and north need a way to get to Metro and down county without sitting in endless traffic. Clarksburg was promised transportation when it was built and does not have it! A significant number of new developments have been approved to be built in the near future, so the problem is only going to get worse! I am all for mass transit, but people need to be able to get to it! Years ago these problems were anticipated and a PLAN was made to combat it. It is LONG overdue for that plan to be completed. Great Seneca Highway has helped but Mid-County Highway abruptly stops and needs to be finished. People who bought in that area were informed about the planned road, and the residents north of them need to be able to get to work, shopping and schools! Please stick with the plan and build the road as soon as possible. Alternative 9A does not destroy houses or businesses and passes through communities that were planned to accommodate the road.

Most sincerely yours,

Emilie Crown

17113 Berclair Terrace, Derwood, MD 20855

--

Emilie Crown

ecrowncen@gmail.com

301-740-9844 home phone

240-777-2467 work phone

Testimony re: M83

Good Evening. My name is Beth Daly and I live in Dickerson. For the past 14 years I have been commuting to work and running errands along Route 355 from Comus Road south thru Clarksburg to Germantown and have seen first-hand the impact development without infrastructure improvements has had on our local roads. And I am concerned about the increasing traffic congestion.

But I do not think that M83—the Midcounty Highway Extended—is the solution. I am here this evening to urge you to reject the permit application for M83 and support Alternative 2—which improves traffic flow by improving our existing infrastructure, particularly at intersection choke points. And most importantly, use the dollars to invest in public transit.

Yes, the Upcounty needs traffic relief. It is the fastest growing region in the County yet many of its residents are not served by a nearby Metro station or any comprehensive transit system. But building a road is not a long term solution. We need a plan with vision. The estimated \$700M county dollars should instead be utilized to construct transit options to get Upcounty residents (and thru commuters from growing Frederick County and beyond) off the roads and to their work centers, social destinations and back home. For that reason, I support the 355 North corridor of the Rapid Transit extended to Clarksburg as well as a third track on the Brunswick MARC line-- which serves the points north of our county's Ag Reserve and then travels south to high density areas throughout Montgomery County and beyond. If we do not have the dollars to extend the Metro's Red Line, then we must provide effective, convenient ways for residents to get to Shady Grove.

In fact the development in Clarksburg was predicated on public transit, on page 22 of the Clarksburg Master Plan it states: "Transit is an essential feature of this plan; without it, the Plan's vision cannot be realized." How can the county in good conscience go forward with existing development and expect to attract

good jobs to the Upcounty without this essential feature? In fact, in the case of M83, transit has not been considered at all.

As a resident of the Ag Reserve, I am also concerned about the environmental impact of the proposed M83—particularly its long term effect on the aquifer. Montgomery County residents in the Ag Reserve and elsewhere get their drinking water from underground wells. Clarksburg—which borders the Ag Reserve-- is expected to grow to 40,000 residents and serve as a work center for others. That is a lot of pavement. Pavement forces rainwater to become overland runoff, depriving the aquifer of recharge volume. The on-going Clarksburg development coupled with construction of M83 would increase imperviousness and ultimately affect the quality and quantity of underground water sources and degrade the water quality for the entire region. USACE and MDE should carefully consider and study the cumulative impact of M83 construction in conjunction with the already approved development.

And, finally, there is no study that can explain the pain of having your home or neighborhood bulldozed. This is especially unfair to residents who consulted the Master Plan and bought homes with the understanding that M83 was not in the path of their neighborhoods.

It is 2013. Montgomery County has the opportunity to employ new, innovative transit options to move Upcounty residents to their destinations and attract businesses to the area. Just building a road to solve congestion is –as my kids would say –“so 1980’s”. Let’s show some vision.

Many thanks for your time and work on behalf of Montgomery County citizens.

Noel Danforth

danforthbjj@yahoo.com

[Hide details](#)

To:



Date: August 3, 2013, 8:29 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Noel Danforth
118 Swanton lane
Gaithersburg, MD 20878

danisak@comcast.net

danisak@comcast.net

[Hide details](#)

To:



Date: August 7, 2013, 9:36 AM

I vote AGAINST Alternative 4.

I vote FOR the Master Plan (Alt 9A).

Major facts I vote against are Alt. 4 requires:

1. the largest number of home takings
2. unacceptable noise levels for the remaining community
3. least safe plan
4. impacts well and septic in the area
5. Overall it is one of the least effective solutions to the transportation issues.

Kathleen Danis

Germantown MD



Sean McKewen -MDE- <sean.mckewen@maryland.gov>

Fwd: M-83 Questions

Paul Wettlaufer <pwettlaufer@rkk.com>

Thu, Jul 25, 2013 at 10:12 AM

To: Sean McKewen -MDE- <sean.mckewen@maryland.gov>, "Gwo-Ruey Hwang (Greg)" <greg.hwang@montgomerycountymd.gov>

FYI

From: "Paul Wettlaufer" <pwettlaufer@rkk.com>

To: "JoeB Davis" <joeb.davis@montgomeryparks.org>

Cc: "Joe DaVia" <joseph.davia@usace.army.mil>

Sent: Wednesday, July 24, 2013 5:28:57 PM

Subject: Re: M-83 Questions

Mr. Davis, The wetlands along Alt 9-Option A (the Master Plan Alignment) were delineated in 2004, and verified by the US Army Corps of Engineers in 2005. Because wetland verifications by the Corps are only valid for five years, the Corps considers the 2005 verification to be outdated. However, at the start of this study, the Corps stated that we could continue to use the outdated delineation of Alt 9-Option A until we reached the Preferred Alternative milestone.

The wetlands along Alts 8 and 9 (in Blohm Park) were redelineated and verified by the Corps in Dec 2011. We performed a new delineation in Blohm Park and requested Corps verification of the new delineation because during our studies of that area we observed some wetland areas that did not correspond to the delineation produced in 2004.

The wetlands along Alts 4, 5, and Northern Option D were delineated in 2011, but have not yet been verified by the Corps. The Corps advised that they only need to verify the delineation of wetlands on whichever alternative is chosen as the Preferred Alternative. At this time, we have not identified a Preferred Alternative. We need to hold the public hearing before we identify a Preferred Alternative. The public hearing is scheduled for August 7.

We recently began to redelineate the wetlands along Alt 9 so that our recommendation on a Preferred Alternative will be based on accurate impact calculations. On Friday, July 26, we are expecting to complete our re-delineation of the wetlands along Alt 9. We are finding some minor changes in the wetland boundary at some locations.

Paul

From: "JoeB Davis" <joeb.davis@montgomeryparks.org>

To: "Paul Wettlaufer" <pwettlaufer@rkk.com>

Sent: Wednesday, July 24, 2013 4:38:36 PM

Subject: RE: M-83 Questions

Do you happen to have the dates that the wetland survey that you provided was undertaken? Thanks!

-Joe

"RK&K" and "RK&K Engineers" are registered trade names of Rummel, Klepper & Kahl, LLP, a Maryland limited liability partnership. This message contains confidential information intended only for the person or persons named above. If you have received this message in error, please immediately notify the sender by return email and delete the message. Thank you.

GM@greatlandlord.com

[Hide details](#)

To:



Date:

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. We should be putting our resources toward bus rapid transit rather than more roads.

The only acceptable alternative proposed is Alternative 2, which makes the best use of our existing infrastructure by making improvements to MD355. It costs the least, has the least impact on the community and our environment, and enables the development of a high quality Rapid Transit service connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits that none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of building M83's favored Alignment 9, \$350-\$700 million, we could build Alternative 2 and implement bus rapid transit from Clarksburg all the way to Friendship Heights. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be an enormous mistake to move forward without due diligence on a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project. Today, I wish to weigh in on its impacts on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction of wetlands and the degradation of our important water resources.

Thank you,

Peter Dean
8519 Freyman Dr
Chevy Chase, MD 20815

Peter Dean

GM@greatlandlord.com

[Hide details](#)

To:



Date: August 1, 2013, 2:08 PM

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Thank you,

Peter Dean

8519 Freyman Dr

Chevy Chase, MD 20815

Francesca DeBiaso

francesca.debiaso@gmail.com

[Hide details](#)

To:



Date: August 8, 2013, 11:52 AM

This message may not have been sent by: francesca.debiaso@gmail.com

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Francesca DeBiaso
Misty Moon Place
Germantown, MD 20876

Peppi DeBiaso

pdebias@verizon.net

[Hide details](#)

To:



Date: August 8, 2013, 2:30 PM

Dear Mr. McKewen,

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Signed,

Peppi DeBiaso

Peppi DeBiaso
10704 misty moon place
germantown, MD 20876

Barbara & Walter Deyhle

deyhles@hotmail.com

[Hide details](#)

To:



Date: August 4, 2013, 4:15 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Barbara & Walter Deyhle
10712 Seneca Spring Way
Montgomery Villlage, MD 20886

Jacqueline Deitz

jacquelineideitz@gmail.com

[Hide details](#)

To:



Date:

August 21, 2013, 8:08 AM

We strongly support Alternative 9, Option (M-83), THE MASTER PLAN route.

Thanking you in advance!

Edward Demers

ed@demers1.com

[Hide details](#)

To:



Date: August 1, 2013, 5:41 PM

Dear Mr. McKewen,

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There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Edward Demers
5632 Bent Branch Road
Bethesda, MD 20816

Jerry DePoyster

Jdepoy@mac.com

[Hide details](#)

To:



Date: August 2, 2013, 10:46 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

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Signed,

Jerry DePoyster
11111 sceptre ridge terrace
Germantown, MD 20876

Jerry DePoyster

Jdepoy@mac.com

[Hide details](#)

To:



Date: August 10, 2013, 1:43 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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Signed, Jerry DePoyster DVM

Jerry DePoyster
11111 Sceptre Ridge Terrace
Germantown, MD 20876

Barbara & Walter Deyhle

deyhles@hotmail.com

[Hide details](#)

To:



Date: August 4, 2013, 4:15 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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Signed,

Barbara & Walter Deyhle
10712 Seneca Spring Way
Montgomery Villlage, MD 20886

Jim Dlubac

jjdlubac@comcast.net

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

[Redacted]

Date: August 16, 2013, 9:44 PM

Mr. Dinne and Mr. McKewen;

We strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options.

Sincerely,

Jim and Donna Dlubac

21608 Stableview Dr.

Gaithersburg MD 20882

Jolie Dobre

jolie@artjolie.com

[Hide details](#)

To:



Date: August 11, 2013, 9:40 AM

Dear Mr. McKewen,

We are strongly opposed to Alternative 4 Modified. It is completely incompatible with the Master that are the basis for our community development. It is located well outside the central transportation corridor area it is supposed to support. Passing through an area of long established residential areas with many individual driveways and multiple intersecting roads increases the gridlock and affects safety. This in turn generates excessive air pollution and carbon dioxide emissions.

Alternative 4 Modified bulldozes through long established communities that were never planned for a major transportation corridor.

This Alternative will destroy dozens of homes due to loss of wells and septic systems, leave hundreds more with a major highway on their doorstep, impinge on the Agricultural Reserve, and destroy a living history that includes colonial-area sites and two communities established by freed slaves.

Alternative 4 is a violation of the County's Master Plan pledge to the residents of established communities, does not improve our already bad transportation situation, and seriously increases the emission of greenhouse gases.

I strongly support Alternative 9, Option A (M-83), the Master Plan Route. Alternative 9, Option A is the critical missing link in an effective transportation system.

Alternative 9, Option A will use a Master-Planned right of way dating to the 1960s. Subsequent developments were built with explicit knowledge of the location of this right of way. This minimizes interference between the road and adjacent developments.

Alternative 9, Option A will only intersect 13 established roads or other access points, the lowest of all the alternatives. This provides an efficient flow of traffic with minimal travel times, improved public safety and lower CO2 emissions.

I also would like to see investment in extension of the Metro, or light rail or dedicated bus lines, from Washington DC to Frederick. This would present a sustainable transportation option that would invigorate business along the entire 270 corridor.

Sincerely,

Ginel & Jolie Dobre

21405 Davis Mill Rd

Germantown, MD 20876

From: Jolie Dobre [mailto:jolie@artjolie.com]
Sent: Wednesday, August 07, 2013 8:12 PM
To: Ike Leggett
Subject: Public Hearing on the Midcounty Corridor Study

Dear Mr. Leggett,

I am strongly opposed to Alternative 4 Modified. It is completely incompatible with the Master that are the basis for our community development. It is located well outside the central transportation corridor area it is supposed to support. Passing through an area of long established residential areas with many individual driveways and multiple intersecting roads increases the gridlock and affects safety. This in turn generates excessive air pollution and carbon dioxide emissions.

Alternative 4 Modified bulldozes through long established communities that were never planned for a major transportation corridor.

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Alternative 4 is a violation of the County's Master Plan pledge to the residents of established communities, does not improve our already bad transportation situation, and seriously increases the emission of greenhouse gases.

I strongly support Alternative 9, Option A (M-83), the Master Plan Route. Alternative 9, Option A is the critical missing link in an effective transportation system.

Alternative 9, Option A will use a Master-Planned right of way dating to the 1960s. Subsequent developments were built with explicit knowledge of the location of this right of way. This minimizes interference between the road and adjacent developments.

Alternative 9, Option A will only intersect 13 established roads or other access points, the lowest of all the alternatives. This provides an efficient flow of traffic with minimal travel times, improved public safety and

lower CO2 emissions.

I also would like to see investment in extension of the Metro from Washington DC to Frederick. This would present a sustainable transportation option that would invigorate business along the entire 270 corridor.

Sincerely,

Ginel & Jolie Dobre

21405 Davis Mill Rd

Germantown, MD 20876

Maryann Dolan

maryannbd3@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 11, 2013, 3:38 PM

Dear Mr. John Dinne and Mr. Sean McKewan;

On August 7 at Seneca Valley H.S. I gave my testimony in opposition to Alternative 4 in 2 minutes and 46 seconds. That short statement is on record so I would like to take this opportunity to express my support for the Master Plan.

Action on the Mid-County Highway would relieve some of the transportation problems we have NOW. 270 is choked, and the rural roads are unsafe, congested and time consuming. People have dealt with this for years and it doesn't seem to be diminishing. M-83... Alternative 9A would be an improvement in the transportation connectivity for the Mid- County Corridor as well as in people's personal and economic health.

I am concerned about the environmental disturbance in any plan . However, I am trusting that you will use all your expertise and creativity to bring about an effective road system.

Thank you for your consideration.

Maryann Dolan
9501 Ash Hollow Place
Montgomery Village, 20886

David Dorsey

david_dorsey@verizon.net

[Hide details](#)

To:



Date: August 2, 2013, 3:38 PM

Dear Mr. McKewen,

Please reject the permit application for M83.

This proposed road has been contemplated far too long. I won't repeat the arguments against it because I am sure that you already are far too familiar with them.

Signed, David B. Dorsey

David Dorsey
9407 St. Andrews Way
Silver Spring, MD 20901

NEIL D. LERNER, PhD.
20448 ASPENWOOD LANE
MONTGOMERY VILLAGE, MARYLAND 20886
neil.lerner@gmail.com

Via Email

TO: Mr. Jack Dinne, U. S. Army Corps of Engineers
Mr. Sean McKewen, Maryland Department of the Environment
REF: Testimony on Midcounty Highway Alternative 4 – Transportation Safety

My name is Neil Lerner. For the past 30 years, I have made my living as a consultant and researcher in the field of roadway safety. **I routinely conduct studies for the Federal Highway Administration, the National Highway Traffic Safety Administration, the National Cooperative Highway Research Program, various states and other branches of the USDOT.** Over these same 30 years, I have also been a resident of the Northgate community in Montgomery Village. So I come to you today as someone with expertise in roadway safety, who also has intimate personal knowledge of the roads and communities that would be affected by Alternative 4. I am here to explain to you some significant safety concerns that exist for Alt 4, and ask that you delete it as an option.

There are three main concerns: First, the excessive number of access points. The current road is a minor two-lane road accessed by many residential driveways and minor roads. It will be very difficult to access Wightman Rd from these access points if it is a higher speed highway, especially at peak periods. Since traffic entering the road here would only be able to turn right, there will be a need for numerous U-turns on this higher speed road as well. Local traffic will also be mixed with longer distance commuters, resulting in more conflict. So we can anticipate movement conflicts, speed conflicts, and gap acceptance issues.

The second concern is pedestrian safety. There are bus stops on both sides of the road, serving the Shady Grove Metro and other destinations. This results in many pedestrian crossings, often at mid-block. Elsewhere, on one side of Wightman Rd, is Kaufman Park, which generates a lot of cross-road pedestrian activity, including many dog walkers. On the opposite side of Wightman Rd is an access point to the Seneca Creek Trail, with a lot of hikers and families.

The third concern is the large number of intersections for this type of planned road. Alt 4 features about 35 intersections, several times that of the original plan. Intersections, even if well-designed, are natural traffic conflict points. They have crash rates far higher than tangent road sections.

So in summary, Alt 4 presents problems of traffic conflicts, pedestrian conflicts, and numerous intersections. The public safety concerns are significant. It should not be considered. Thank you.

Cc: Greg Hwang
Montgomery County Council
Hon. Ike Leggett

mary carol dragoo

marycarold@verizon.net

[Hide details](#)

To:



Date: August 1, 2013, 6:22 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While

MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

mary carol dragoo
3100 n. leisure world blvd. no. 125
silver spring, MD 20906

Michael Drayne

michaeldrayne@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:33 AM

This message may not have been sent by: michaeldrayne@gmail.com

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Michael Drayne
2019 Luzerne Ave
Silver Spring, MD 20910

Ana Dubin

acneiva81@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 21, 2013, 7:11 AM

Mr. Dinne and Mr. McKewen;

I strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options. It's very important that the county continues with the plan that has been on the books for 50 years, that will minimize impact on homes along the route and will ease congestion given that the CCT will not extend to Clarksburg for quite some time. Many Clarksburg residents consider deiving through Montgomery Village their commuter route to Rockville, and given the additional building in Clarksburg to come it's important to accommodate the growth. Please consider this option as the best option for all involved.

Sincerely,

Ana & Jason Dubin

12834 Grand Elm Street

Clarksburg MD 20871

Barbara Dunkley

bvd9701@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 11:05 AM

This message may not have been sent by: bvd9701@gmail.com

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Barbara Dunkley
5804 Namakagan Road
Bethesda, MD 20816

Anna Durkin

durkins8@verizon.net

[Hide details](#)

To:



Date: August 7, 2013, 11:12 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,
Anna Durkin

Anna Durkin
10708 Risingdale Court
Germantown, MD 20876

Joe Eade

countD2588@gmail.com

[Hide details](#)

To:



Date: August 1, 2013, 8:14 PM

This message may not have been sent by: countD2588@gmail.com

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Joe Eade
4412 hallet st
rockville, MD 20853

Cherian Eapen

cherianeapen@hotmail.com

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

Date: August 21, 2013, 11:49 AM

August 21, 2013

U.S. Army Corps of Engineers

Baltimore District

P.O. Box 1715

Baltimore, Maryland 21203-1715

Attn: Mr. Jack Dinne, CENAB-OP-RMN

Maryland Department of the Environment

Wetlands and Waterways Program

160 South Water Street

Frostburg, Maryland, 21532

Attn: Mr. Sean McKewen

Montgomery County Department of Transportation

Division of Transportation Engineering

100 Edison Park Drive, 4th Floor

Gaithersburg, MD 20878

Attn: Greg Hwang, Project Manager

Ref.

Comments on Midcounty Corridor Study

CORPS: CENAB-OP-RMN (Mid County Corridor Study) 2007-07102-M15

MDE Nontidal Wetlands and Waterways: 13-NT-3162/201360802/AI No. 140416

Thank you for this opportunity to provide comments on the Midcounty Corridor Study.

As a Clarksburg/Germantown resident since 2002, I would like to express my strong support for the completion of M-83 with the Alternative 9A or Master Plan Alignment, the extension of Midcounty Highway between its current terminus at Montgomery Village Avenue and Ridge Road (MD 27) at Snowden Farm Parkway (A-305). This is a long overdue project and it is important to note that the Clarksburg Civic Association and the Mayor/City Council of the City of Gaithersburg have also endorsed Alternative 9A or the Master Plan Alignment. As documented in the Midcounty Corridor Study Draft Environmental Effects Report (DEER), Alternative 9 provides the highest transportation effectiveness among all alternatives considered. Additionally, through bridging, alignment shifts, and retaining walls, I believe Alternative 9A minimizes its impact to wetlands, streams, forest, floodplains, and parklands. The DEER also proposes substantial mitigation to forest and parkland losses to fully offset any impact from Alternative 9A.

The master plan alignment for M-83 has been on area master plans for over half a century, and was recently confirmed in the 1994 Clarksburg Master Plan. If Alternative 9A alignment is not chosen, the County will be renegeing on its long-standing promise to residents in the Upcounty and especially in Clarksburg (and generally to all who live and do business in the County), who were sold on many infrastructure projects (such as the Corridor Cities Transitway or CCT, in addition to M-83; and more recently on a shared-road MD 355 BRT extension from Germantown to Clarksburg that Planning

staff did not even include in the initial Public Hearing Draft of the Countywide Transitway Corridor Functional Master Plan) that were to provide residents the basic necessary Quality of Life access to jobs, mass-transit, transportation corridors, airports, and economic/activity centers.

Upcounty residents, especially in Clarksburg have made educated decisions on their purchase of residences just as residents in other older developments/neighborhoods within the study area made their decisions – by relying on area master plans. Additionally, the M-83 alignment was the basis (and continues to be the basis) for growth and development within the study area for over 50 years. The efforts and arguments now to oppose the master plan alignment and to stall progress on the project through support for infeasible alternatives (such as BRT along MD 355 as a way to get Clarksburg residents to Shady Grove) and misinformation are detrimental to the economic growth, quality of life, and daily well-being of a substantial number of residents in the Upcounty area. I believe some opposed to the Alternative 9A are being hypocritical as well (for example, the opposition to the Master Plan Alignment by Action Committee for Transit and Coalition for Smarter Growth for environmental reasons, who at the same time support construction of Purple Line construction over parkland/forested areas and streams in the Capital Crescent Trail area) and do not mind denying the same comforts they enjoy to residents of Upcounty.

Over the last 10 years, considerable residential development has occurred in Clarksburg at a blistering pace, all predicated on transit and roadway capacity being available. Significant additional retail development with regional draw is also now being proposed in Clarksburg and the new Holy Cross Hospital is nearing completion along Middlebrook Road in East Germantown. The very reason for “growth capacity” in Clarksburg and East Germantown and approval of development in these areas can be linked directly to projects such as M-83 and CCT, as evidenced by the inclusion of these projects in the past and current County growth policies. However, with no prospect of CCT or the Countywide BRT system coming to Clarksburg in the near future or CCT ever being a viable “jobs access” option for residents in Clarksburg, it is extremely important and crucial that the County expeditiously move towards building the master plan alignment for M-83 as the only viable, rational, common-sense transportation infrastructure project. This alignment will make a huge difference in the lives of residents in Upcounty, especially in Clarksburg where MD 355, MD 27, and Observation Drive – some of the major roadways that were master planned to provide access, circulation, and emergency services to its residents – are still many years from being completed (despite Clarksburg paying the highest transportation and school impact taxes).

The benefits of this project could be far-reaching, as it could enhance transit and economic options not just for residents of Clarksburg, but also for communities to the southeast and southwest in Germantown, Gaithersburg and Montgomery Village and communities to the northeast and northwest of Clarksburg extending into Damascus and Frederick County. The master plan alignment of M-83 is essential for the economic well-being of Upcounty and the County as well since without the roadway and the ensuing congestion, it would only become easier for Upcounty residents to travel to Urbana and to Frederick for shopping (instead of shopping at the Lakeforest Mall or at other shops in Gaithersburg, Great Seneca, or Rockville) and for jobs (instead of jobs within Montgomery County). The revenue and economic impact of such a scenario to the Upcounty would be damaging.

A successful, vibrant community to the east side of I-270 is necessary just as the west side of I-270,

which is held together by Great Seneca Highway, a roadway similar to Mid County Highway.

Thank you again for your consideration of my comments. Please feel free to contact me if you have any questions.

Sincerely,

Cherian Eapen

23118 Birch Mead Road

Clarksburg, MD 20871

Cherian Eapen

cherianeapen@hotmail.com

[Hide details](#)

To:



Date: August 20, 2013, 3:52 PM

Gentlemen:

I am writing to inquire if the Corps of Engineers (CoE) and the MDE will consider extending the comment period for the M-83 study by couple of weeks which will give Clarksburg residents additional time to provide comments. Residents of Clarksburg are generally new to the area and have a general lack of knowledge regarding the M-83 project. Unlike residents of Montgomery Village, Goshen, and other older areas within the study area, residents of Clarksburg have no history on the project. Due to the summer vacation schedules, it has been difficult to reach out to many local residents. It should be noted that despite MCDOT's outreach efforts, only 2-3 residents testified at the public hearing held on August 7th! In addition, there has been no visible signage by MCDOT in the Clarksburg or Damascus area to inform those residents of the action that CoE and MDE is about to take. Extending the comment due date by couple of weeks will provide the community to be noticed potentially via the local public school system of the pending action by CoE and MDE. Additionally, if MCDOT will post signs along major roadways/routes in Clarksburg regarding Midcounty Corridor Study and the need to provide comments to CoE and MDE, it will help educate a significant number of local residents regarding the significance of the roadway for Clarksburg residents and on the need to provide input to CoE and MDE.

Please let me know if you have any questions. I would really appreciate if my request could be honored, which could help reach out to many more Clarksburg residents.

Regards,

Cherian Eapen

23118 Birch Mead Road

Clarksburg, MD 20871

240-994-6766

Christopher Ecker

cecker@me.com

[Hide details](#)

To:



Date: August 1, 2013, 4:33 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While

MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Christopher Ecker
20 S Summit Ave
Gaithersburg, MD 20877

David Elfin

elfind@verizon.net

[Hide details](#)

To:



Date: August 2, 2013, 2:50 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

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MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

David Elfin
8206 Bryant Drive
Bethesda, MD 20817

Miranda Elliott

to john.j.dinne@usace.army.mil, me

Aug 19 [Details](#)

Dear Mr Dinne and Mr McKewen,

Following careful consideration of the proposals for completion of the Midcounty Highway, I am writing in support of Alternative 9A (M-83), the Master Plan route.

Having recently reviewed the Master Plan when making the decision to purchase a family home in the area, and in fact, being influenced by its route, I feel strongly that Alternative 9, Option (A) provides the right solution to the traffic issues in the area whilst not encroaching on our valuable Agricultural Reserve.

Sincerely,

Miranda Elliott

9201 Brink Road
Gaithersburg
MD 20882

David and Audrey

engstrom.d@verizon.net

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

Date: August 19, 2013, 5:46 PM

Gentlemen:

We are local residents near the planned extension of the highway now under consideration in the Goshen Estates, Laytonsville Brink Road area. We have reviewed the other options being considered, however, we strongly urge you to recommend the Alternate 9A master-planned route and reject all other alternatives and options. Thank you.

David and Audrey Engstrom

8116 Whirlwind Ct.

Laytonsville, MD 20882

Drew Essig

Dcessig@hotmail.com

[Hide details](#)

To:



Date: August 18, 2013, 3:04 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While

MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Drew Essig

Drew Essig
10708 misty moon pl
Germantown, MD 20876

lynn fantle

lfantle@aol.com

[Hide details](#)

To:

[REDACTED]

[REDACTED]

Date: August 21, 2013, 5:05 PM

August 21, 2013

U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, Maryland 21203-1715
Attn: Mr. Jack Dinne, CENAB-OP-RMN

Maryland Department of the Environment
Wetlands and Waterways Program
160 South Water Street
Frostburg, Maryland, 21532
Attn: Mr. Sean McKewen

Montgomery County Department of Transportation
Division of Transportation Engineering
100 Edison Park Drive, 4th Floor
Gaithersburg, MD 20878
Attn: Greg Hwang, Project Manager

Ref.

Comments on Midcounty Corridor Study
CORPS: CENAB-OP-RMN (Mid County Corridor Study) 2007-07102-M15
MDE Nontidal Wetlands and Waterways: 13-NT-3162/201360802/AI No. 140416

I have lived in the Germantown and Clarksburg areas since 1995. When we bought our first house in Germantown, I read the Master Plan for that area. When we bought our home in Clarksburg, I did the same. I was very concerned about planned road and transit infrastructure improvements in both cases, due to the rapid growth of the area and our need to commute to jobs around the metropolitan Washington area. With these comments, I am expressing my strong support for the completion of M-83 at the Master Planned alignment, to meet Snowden Farm Parkway in Clarksburg, Alternative 9A. This project is already long overdue and it is important to note that the Clarksburg Civic Association and the Mayor/City Council of the City of Gaithersburg have also endorsed Alternative 9A or the Master Plan Alignment. The Midcounty Corridor Study Draft Environmental Effects Report (DEER), shows that Alternative 9 provides the highest

transportation effectiveness among all alternatives considered. Presumably this is due to the high number of intersections currently at near-failure which would be tipped into totally paralysis without an additional roadway, even accounting for widened existing roads. Through bridges, alignment shifts, and other improvements, current Alternative 9A minimizes impact on wetlands, streams, forest, floodplains, and parklands. The DEER also proposes substantial mitigation to forest and parkland losses to fully offset any impact from Alternative 9A. This is a reasonable position to take.

The master plan alignment for M-83 has been on no fewer than FIVE area master plans for over half a century. It is a spine road for the Clarksburg Master Plan, approved in 1994, and predicated on the connection of Snowden Farm Parkway to M-83. If Alternative 9A alignment is not chosen, the County will be renegeing on yet another long-standing promise to residents of the upcounty area, especially in Clarksburg, who were sold on many infrastructure projects (such as the Corridor Cities Transitway or CCT, in addition to M-83; BRT; Observation Drive; and other transportation and infrastructure improvements) that were to provide residents the basic quality of life, including access to jobs, mass transit, transportation corridors, airports, hospitals, schools, activities and commerce. As you might be aware, commerce and activities in Clarksburg are severely limited by the lack of transportation infrastructure available to residents. As an exercise in exploration, try to plan summer camp for an elementary-age child who lives in Clarksburg. You would find that county recreation options are severely limited, to the point of necessitating a 30-minute daily drive at a minimum. And that is without rush-hour traffic. There are no viable transit options available.

Upcounty residents, especially in Clarksburg, made educated decisions on their home choices, just as residents in other neighborhoods within the study area made their decisions – by relying on area master plans and publicly available information, such as the signs posted in Montgomery Village, or the documents signed at closing on a house. Arguments to now oppose the Master Plan alignment and to stall progress on the project through support for infeasible alternatives (such as BRT along MD 355 as a way to get Clarksburg residents to Shady Grove) or continual misinformation are exceptionally detrimental to the economic growth, quality of life, and daily well-being of residents in the upcounty area. It is such antics that increasingly convince my neighbors to move to other counties or even to other local states rather than stay in Montgomery. It could be posited as well that opponents to Alternative 9A are hypocritical as well (for example, the opposition to the Master Plan Alignment by Action Committee for Transit and Coalition for Smarter Growth for “environmental reasons,” yet support Purple Line construction as more important); these committees apparently do not mind denying basic comforts they enjoy to residents of upper Montgomery County.

Clarksburg has grown exponentially in the 11 years I’ve lived here, all predicated on transit and roadway capacity being constructed in lockstep with residences. Significant retail development with regional draw is also proposed in Clarksburg and the new Holy Cross Hospital is nearing completion along Middlebrook Road in Germantown. Growth capacity in Clarksburg and Germantown and approval of development in these areas can be directly sourced to projects such as M-83 and CCT, as evidenced by the inclusion of these projects in the past and current County-wide growth policies. However, with no prospect of CCT or the Countywide BRT system coming to Clarksburg in the near future or, in the case of CCT – ever -- a commuting option for residents in Clarksburg, it is vital and crucial that the County expeditiously move towards building the master plan alignment for M-83 as the only rational, common-sense transportation infrastructure project proposed today. This alignment will make a significant difference in the lives of residents, especially in Clarksburg where MD 355, MD 27, and Observation Drive – some of the major roadways that were master planned to provide access, circulation, and emergency services to its residents – are still many years from being completed, despite Clarksburg paying the highest transportation and school impact taxes.

The benefits of M-83 will be far-reaching, as it will enhance economic options not just for residents of Clarksburg, but also for communities to the southeast and southwest in Germantown, Gaithersburg and Montgomery Village and communities to the northeast and northwest of Clarksburg extending into Damascus and Frederick County. The master plan alignment of M-83 is essential for the economic well-being of Montgomery County. Without the new roadway, the ensuing congestion will only ensure that Montgomery residents will travel to Frederick County instead of spending their

dollars in Montgomery. It's already happening with increasing frequency.

Please feel free to contact me if you have any questions.

Thank you for your consideration,

Lynn Fantle
12711 Clarks Crossing Drive
Clarksburg, MD 20871
301-515-7471

Theodore Farrand

tfarrand@comcast.net

[Hide details](#)

To:



Date: August 11, 2013, 2:38 PM

Dear Mr. McKewen,

How can we pursue such an expensive project when expanding existing roads, such as MD355 is a practical move. I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for last week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while

implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Theodore Farrand
Grassy Knoll Terrace
Germantown, MD 20876

Hope Farrior

hfarrior@starpower.net

[Hide details](#)

To:



Date: August 2, 2013, 8:04 AM

Dear Mr. McKewen,

As someone who appreciates the opportunity to escape the hustle and bustle of DC and walk in the serene landscape of Dayspring Farm, I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Hope Farrior
9223 Adelaide Drive
Bethesda, MD 20817

James Fary

jimfary@earthlink.net

[Hide details](#)

To:



Date: August 1, 2013, 10:51 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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Signed,

James Fary
2836 Blue Spruce Ln
Silver Spring, MD 20906

Sharon Feldmann

shelcat1121@aol.com

[Hide details](#)

To:



Date: August 7, 2013, 10:35 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Sharon Feldmann
20432 Watkins Meadow Drive
Germantown, MD 20876

Kurt Feldmann

kurtiwa@aol.com

[Hide details](#)

To:



Date: August 7, 2013, 10:37 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While

MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Kurt Feldmann
20432 Watkins Meadow Drive
Germantown, MD 20876

RFESS@aol.com

FRFESS@aol.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 17, 2013, 10:31 AM

Subj: Master - Planned M - 83 With Alternative 9 A

Dear Mr McKewen:

My husband and I are long time residents of Montgomery County, MD. In fact over the years we have owned five homes in the County between us, including our current residence on Davis Mill Road, a two lane rural, rustic roadway.

Prior to the purchase of each of these homes, we have always done our 'due diligence' in investigating short and/or long term impacts on our neighborhoods...including the previous/now built ICC and the proposed M - 83. It took us five years to locate a home with the serenity and rural appeal of our Davis Mill location and we value our lifestyle here highly.

We are very concerned about the number of people who are opposed to the long - term proposed Master - Planned M - 83 Route. Have you or will you determine how many of these complainants are actually owner/occupants, such as my husband and I are? ...i.e. how many of them have a true investment in the community, other than for their own personal financial gain?

Please be advised that we are definite proponents of the Master - Planned M - 83 Route AND Alternative 9 A.

We reject the other Alternatives and Options for the following reasons:

1.) Adverse effects on the wetlands have been minimized. Trees along the right - of - way are 50 years old BECAUSE the land was set aside for M -

83, were not cut back and are now being used as an excuse to alter the Master Plan.

2.) No Build is not a solution to any of our traffic problems.

3.) Alternative 2 provides 'spot' improvements only...not the required area - wide congestion relief.

4.) Alternative 4 communities were NEVER planned or developed to accommodate a 4/6 lane divided highway. There would be tremendous damage to the community, high collision risk, slow stop and go traffic and no closure of the gap in the Midcounty Highway.

5.) Alternative 5 adds traffic to an already overloaded Route 355 and Montgomery Village Avenue, that includes two of the most congested intersections in the County.

6.) Alternative 8 restricts access to points South of the planned I - 270/Watkins Mill overpass and interchanges AND will dump major traffic onto Watkins Mill Road, Route 355 and Montgomery Village Avenue.

7.0 Options B and D ARE NOT in the Master Plan, destroy houses, damage the shrinking Agricultural Reserve and in the case of Option B...seriously reduces transportation efficiency and safety.

We seriously hope that all parties involved in the decision process elect to build the Master Planned M - 83 WITH Alternative 9 A.

Sincerely,

Thomas and Anne Fessenden

21525 Davis Mill Road

Germantown, MD 20876 - 4419

Donald Fewell <donirene4555@gmail.com>

Aug 27

to me

This message may not have been sent by: donirene4555@gmail.com [Learn more](#) [Report phishing](#)

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

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There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Donald Fewell
8000 Eastern Dr, #202
Silver Spring, MD 20910

Peter Fields

peterfields@yahoo.com

[Hide details](#)

To:



Date: August 2, 2013, 8:54 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Peter Fields
15612 Marathon Cir
Gaithersburg, MD 20878

Miti Figueredo

miti.tim@verizon.net

[Hide details](#)

To:



Date: August 5, 2013, 9:05 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Miti Figueredo
5 Hilltop Rd
Silver Spring, MD 20910

Mark Firley

mjfirley@gmail.com

[Hide details](#)

To:



Date: August 5, 2013, 12:22 PM

This message may not have been sent by: mjfirley@gmail.com

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Mark Firley
554 N Frederick Ave #209
Gaithersburg, MD 20877

fogelnmc@aol.com

fogelnmc@aol.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 7, 2013, 7:03 PM

I strongly support the completion of the Mid-County Highway along the master plan route - Alternative 9, Option A. All adjacent communities were developed and occupied with notice of this roadway. It is designed to minimize interference with adjacent communities and existing roads. It will tie existing roads together into a coherent transportation system and allow optimal communication between up county residential communities, employment centers and commercial areas. It can provide the backbone for an effective bus system,

Norm and Melinda Fogel
20711 Sabbath Court
Gaithersburg, MD 20882

Michael Forcinito

mforcini@yahoo.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 12, 2013, 9:08 AM

Dear Mr. Dinne and Mr. McKewen,

We are residents in the Greater Goshen area of Gaithersburg and are writing to express our strong opposition to any potential widening of Wightman and Brink Roads as part of a new link to the Midcounty Highway, ie, the Alternative 4 Modified option. Not only would the actual widening destroy the tranquility of the area but so many historical properties and areas would be adversely affected, including Prathertown, one of the last remaining original African-American settlements in the state. The increased noise and pollution that would come with a widened road would be unbearable. But most importantly, widening Wightman and Brink Roads was never in the county's master plan. Many homeowners, we included, purchased our homes with the expectation that the neighborhoods in this area would be preserved as they are and not become major commuter routes. Widening Wightman and Brink Roads and other roads in the Goshen area in order to create an eastern alternative to I-270 would be a complete betrayal on the part of the county and would result in vastly reduced property values for all residents. This is completely unacceptable.

We personally oppose any further road building in the county as current roads are so poorly maintained, but if Mid-County Highway must be extended to Route 27 then the only viable options are alternatives 8 or 9, both of which are consistent with the master plan. Either of these options would be a much better choice for all citizens of the county than widening roads throughout the Goshen area. Please stick with the Master Plan M-83, Alternative 9A.

Thank you for your consideration.

Sincerely,

Michael Forcinito
Carey Lawrence
9710 Wightman Road
Gaithersburg, MD 20879
(301) 977-7439

Michael Forcinito

mforcini@yahoo.com

[Hide details](#)

To:



Date: August 6, 2013, 2:58 PM

Dear Mr. Dinne and Mr. McKewen,

We are residents in the Greater Goshen area of Gaithersburg and are writing to express our strong opposition to any potential widening of Wightman Road as part of a new link to the Midcounty Highway, ie, the Alternative 4 Modified option. Not only would the actual widening destroy the tranquility of the area but so many historical properties and areas would be adversely affected, including Prathertown, one of the last remaining original African-American settlements in the state. The increased noise and pollution that would come with a widened road would be unbearable. But most importantly, widening Wightman Road was never in the county's master plan. Many homeowners, we included, purchased our homes with the expectation that the neighborhoods in this area would be preserved as they are and not become major commuter routes. Widening Wightman Road and other roads in the Goshen area in order to create an eastern alternative to I-270 would be a complete betrayal on the part of the county and would result in vastly reduced property values for all residents. This is completely unacceptable.

We personally oppose any further road building in the county as

current roads are so poorly maintained, but if Mid-County Highway must be extended to Route 27 then the only viable options are alternatives 8 or 9, both of which are consistent with the master plan. Either of these options would be a much better choice for all citizens of the county than widening roads throughout the Goshen area.

Thank you for taking our comments into consideration.

Sincerely,

Michael Forcinito
Carey Lawrence
9710 Wightman Road
Gaithersburg, MD 20879
(301) 977-7439
mforcini@yahoo.com

robin@roocreative.net

[Hide details](#)

To:



Cc:



Date:

Mr. Dinne and Mr. McKewen;

I strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options.

My house faces Snouffer School Road and the Alt. 4 plan would negatively affect my neighborhoods property values, safety, as well as quality of life.

Sincerely,

Robin Foster

8816 Dowling Park Place

Montgomery Village, MD 20886

Robin Foster

RooCreative

OptimaDesign

Working America Production Consultant

Proud member of the Graphic Artist Guild
and AIGA

robin@roocreative.net

www.roocreative.net

240-888-3378

fax: 866-234-1017

Dorothy Frederickson

sodcmedia@aol.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 10, 2013, 8:15 AM

Dear Messrs Dinne and McKewen:

I support the Master Plan route, M-83, to complete the Midcounty Highway. I live in the Midcounty Corridor area and someday we hope to see one of the "21st century" transit systems for our area, but our transportation problem is here, the problem is now, it is only becoming worse, and we will always need an effective road system. Completing the Midcounty Highway as planned will not only make a big difference in our area, it will complete a major transportation system and relieve congestion through out much of the Upcounty with a corresponding decrease in the congestion-associated social, economic and environmental harm.

PLEASE Stick With The Master Plan, M-83, Alternative 9A.

Thank you,

Dorothy Frederickson
8201 Goodhurst Drive
Gaithersburg, MD 20882

Rita Frost

rafrost4@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:42 AM

This message may not have been sent by: rafrost4@gmail.com

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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Signed,

Rita Frost
3805 Archer PI
Kensington, MD 20895



August 12, 2013

Mr. Jack Dinne, CENAB-OP-RMN
U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, Maryland 21203-1715

Mr. Sean McKewen
Maryland Department of the Environment
Wetlands and Waterways Program
160 South Water Street
Frostburg, Maryland, 21532

Dear Sirs

The City of Gaithersburg would like to take this opportunity to further comment on the Midcounty Corridor Study (MCS) 2013 Draft Environmental Effects Report. The City would like to amend and clarify its position stated in the comment letter dated July 17, 2013 (attached) regarding the various Alternatives Retained for Detailed Study.

While the statements expressed in the July 17 letter's "General Comments" stand, the City recognizes the potential benefits of an additional north-south major arterial roadway paralleling both Interstate I-270 and Maryland (MD) 355 within the defined study area. Regarding the "build" alternatives discussed in the MCS, the City reaffirms its opposition to Alternatives 5 and 8. To make clear, the City has determined Alternative 9 is the least objectionable of the various build alternatives and should be designated as the "Preferred Alternative" with the requests expressed in the July 17 letter; however, based upon the benefits defined in the MCS, the intersection improvements associated with Alternative 2 should be incorporated into any and all of the build alternatives. Thank you for the opportunity to clarify the City of Gaithersburg's position.

Sincerely,

Rob Robinson III, Lead
Long Range Planning
City of Gaithersburg

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • TTY 301-258-6430 • cityhall@gaithersburgmd.gov •
www.gaithersburgmd.gov

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COUNCIL MEMBERS
Jud Ashman
Cathy C. Drzyzgula
Henry F. Marraffa, Jr.
Michael A. Sesma
Ryan Spiegel

CITY MANAGER
Tony Tomasello

Cc:

Mayor & City Council

Tony Tomasello, City Manager

Jim Arnoult, Director, DPW

John Schlichting, Director, Planning & Code Administration

Ollie Mumpower, Engineering Services Director

Greg Hwang, Capital Projects Manager, Montgomery County Department of Transportation



July 17, 2013

Mr. Jack Dinne, CENAB-OP-RMN
U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, Maryland 21203-1715

Mr. Sean McKewen
Maryland Department of the Environment
Wetlands and Waterways Program
160 South Water Street
Frostburg, Maryland, 21532

Dear Sirs

The City of Gaithersburg would like to take this opportunity to comment on the Midcounty Corridor Study (MCS) released for public hearing. The City has long been involved with this project as a stakeholder and offers the following:

General Comments:

The City acknowledges the need for regional transportation alternatives to serve a growing population in this region. The MCS defines the "Project Need". Prior to comments related to specific Alternatives, the City offers the following related to the "Project Need":

Reduce existing and future congestion.

The document discusses the congestion on I-270 as a detriment to future economic growth; however, no data is provided to show how the various alternatives will impact I-270. While analysis of the alternatives is shown regarding congestion reductions on MD 355, the City would recommend that as part of any final environmental impact study (FEIS) modeling be restudied using current data. Based upon recent traffic counts initiated by the City, it appears that east/west traffic has been reduced significantly since 2011: Much of the data used in the MCS may no longer be accurate or reflect changing dynamics. Further, the study states MWCOG Regional Forecast Round 8.0 was used in the modeling. It is to be noted the current round is 8.2 with 8.3 to begin Fall 2013 and 9.0, Fall 2014. Lastly, the City supports the inclusion of a rapid transit vehicle (RTV) system as proposed in the County Executive's "Transit Task Force Report" and how such a system impacts the need for any expansion of M-83, Midcounty Highway as part of this study. While it is stated that the potential RTV system was not included because it is not funded or in the CLRP, continued references to an unplanned/unfunded possible connection to the ICC are made as a benefit to specific alternatives. This is not consistent.

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • TTY 301-258-6430 • cityhall@gaithersburgmd.gov •
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Michael A. Sesma
Ryan Spiegel

CITY MANAGER
Tony Tomasello

Improve vehicular safety.

The City questions the improvement to vehicular safety stated because the majority of conflict points, i.e. curb cuts on MD 355 remain regardless of alternative selected and further, as shown in the study, the City of Gaithersburg accident rates will be relatively unaffected regardless of alternative selected.

Enhance the efficiency of the roadway network and improve the connections between economic centers.

The City has concerns regarding the claimed improvements to the roadway network. Some of the alternatives proposed may divert traffic to City streets not currently impacted. The economic centers discussed include the Life Sciences Center and businesses such as MedImmune-both well outside of the study area. Further, the City questions the proposed benefits of the “ladder configuration” discussed. It does not seem efficient that a driver would exit a congested I-270 to drive past MD 355 to join M-83, especially if the intended destination is anywhere but the Shady Grove Metro area. As to efficiency, the City notes that the travel time savings along MD 355 illustrated in Figure 3-12 at best equates to ± 8 minutes northbound (Alternative 8) and ± 10 minutes southbound (Alternative 9) during the peak hour; however, this savings is over an approximately 5 mile span and potentially unnoticeable by a driver not traversing the full 5 mile route. The City again questions the overall impacts of the alternatives for such a relatively small savings in drive time.

Accommodate planned land use and future growth.

For the City of Gaithersburg, many of the proposed alternatives conflict with City goals and Master Plan recommendations including not facilitating RTV on Frederick Avenue, losing passive open space, and potentially impacting current and future commercial properties and growth along Frederick Avenue. The study in fact states Alternative 5 would have the greatest potential for long-term indirect effects on businesses through changes in access attributable to the closure of existing entrances and the construction of service roads.

Provide bicycle and pedestrian connections.

The City’s adopted 2009 Transportation Element identifies the deficiencies of the MD 355 bicycle/pedestrian facilities. The City believes none of the alternatives proposed address these issues. The bicycle/pedestrian facilities proposed would have little benefit to the City as it relates to MD 355 or connectivity for activity nodes within the City.

Improve the quality of life.

The City has no comments regarding Homeland Security issues. As to improving quality of life, the study presented states this is accomplished through reduced commuting times and offering safer alternatives to congested local roads; however, as shown previously the City questions whether these claims are valid as it relates within our incorporated limits. While the quality of life may improve for Clarksburg and Germantown-at what cost to Gaithersburg?

Comments Related to Alternatives:

Alternative 2:

The City can support Alternative 2, TSM/TDM methods. This alternative is shown in the MCS to alleviate congestion and improve drive times with minimal investment utilizing the existing infrastructure and public rights-of-way, coupled with new express bus service. While this alternative is stated to not substantially improve vehicular traffic safety or mobility; would not provide a new highway or additional lane capacity; and would not provide additional bicycle and pedestrian connections as opposed to other alternatives, the City as discussed has questioned these claims regardless. This alternative would have the least impact to natural resources, parks, and property while still providing relief on MD 355 within the City.

Alternative 5:

The City would like to re-emphasize our opposition to this alternative. The City of Gaithersburg has long expressed its opposition to any alternative that directs traffic onto MD 355, Frederick Avenue. The proposed improvements, such as services roads and MD 355 widening, seem more “theoretical” rather than feasible. The MCS acknowledges such improvements will involve property acquisitions and land use impacts conflicting with zoning approvals previously granted by the City. The City further questions whether there is consensus from State Highway Administration (SHA) regarding these proposed changes. The City would like to review SHA’s position on this alternative and Alternative 8. Again as stated, this alternative does not address the inclusion of a RTV system as proposed in the County Executive’s “Transit Task Force Report” and currently being studied.

Alternative 8:

This City also opposes this alternative in that it includes the fundamental issues related to the previous alternative discussed, plus the impacts to Blohm Park opposed in Alternative 9. In order for this alternative to work a number of improvements are needed that cannot be made without impacting existing properties located within the City. Further, the City is opposed to adding any M-83 “thru” traffic to the local streets. We continue to express concerns on the true impacts to the adjacent streets such as Russell Avenue and Christopher Avenue as well as the impacts to future redevelopment efforts in this vicinity. The study references M-83 as a northern Great Seneca Highway; however, it is the City’s opinion that this type of traffic should not be directed onto the City streets in this area.

Alternative 9:

The City has long documented its concerns regarding the Master Plan Alignment and its impacts to the City’s Blohm Park. This alternative would fundamentally change if not effectively destroy the form and function of this park. The passive, scenic park would no longer exist.

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Should this alternative be chosen as the preferred alternative, the City would request the following be considered as part of the alternative:

- Relocation of the existing gazebo structure;
- Location of new parking as a result of the loss of on-street spaces;
- An exchange of County owned parkland adjoining the City's corporate limits to replace impacted acreage; and
- Participation in constructing a repurposing of the park as an "active" amenity which could include design/build of a new skate park or similar type use.

In short, the City would prefer Alternative 2, but should it have to choose between the three other alternatives located within the City of Gaithersburg, the Master Plan alignment would be the least objectionable provided the considerations discussed above were made part of Alternative 9. Thank you for the opportunity to comment on the Midcounty Corridor Study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Robinson III', with a stylized flourish at the end.

Rob Robinson III, Lead
Long Range Planning
City of Gaithersburg

Cc:

Mayor & City Council
Tony Tomasello, City Manager
Jim Arnoult, Director, DPW
John Schlichting, Director, Planning & Code Administration
Ollie Mumpower, Engineering Services Director
Greg Hwang, Capital Projects Manager, Montgomery County Department of Transportation
Matthew Folden, Planner Coordinator, Montgomery County Planning Department