

From: "Leventhal's Office, Councilmember" <Councilmember.Leventhal@montgomerycountymd.gov>

To: Robert Portanova <novaport88@yahoo.com>

Sent: Friday, August 2, 2013 5:08 PM

Subject: RE: M-83 Public Hearing

Dear Mr. Portanova:

Thank you for your email regarding the M-83 highway. While in the past I have kept an open mind regarding the desirability of M-83, I have come to the conclusion that we can't afford it. The project would need to be entirely funded by the county and the county's bonding capacity is already spoken for. Many other projects are a higher priority, including the Corridor Cities Transitway, the widening of I-270 and express bus lanes on 355. We should be honest with the public: M-83 isn't going to be built.

That being said, the Mid-County Corridor (i.e. M-83) Study will be before the Council later this fall when we make the decision on whether or not to advance to Phase 2 planning. If the Council decides to proceed to Phase 2 planning we will also need to select the preferred alternative of the highway. Montgomery County Department of Transportation staff briefed me on all the alternatives about three months ago so I am very familiar with the various routing options.

I will unfortunately be unable to attend next week's public hearing due to a prior commitment, but a member of my staff will be attending on my behalf so that I may be kept informed of the community's views.

I appreciate knowing of your concerns and the alternatives that you favor for M-83. Please feel free to keep in touch when the Council takes up this matter in the fall.

Best regards,

George Leventhal

Montgomery County Councilmember

Carolyn Levine

clevine102@hotmail.com

[Hide details](#)

To:



Date: August 20, 2013, 9:35 PM

Subject: Mid County Corridor Comment13-NT-3162/201360802/AI No. 140416

Dear Sir:

I am writing to express my opposition to both Aternative 8 – Master Plan Alignment truncated and Alternative 9 – Master Plan Alignment, and to voice my support for Alternative 5 – MD355 with Service Roads and Alternative 2 – Transportation Systems Management, as well as for solving this traffic problem with the extension of the Metro Red Line.

The Master Plan was developed in the 1960's, before the National Environmental Policy Act, Clean Air Act, and Clean Water Act. Had these federal laws been in place at the time, this Master Plan would not have been developed. According to the Midcounty Corridor Study, both Alternatives 8 and 9 impact the environment in terms of linear feet of streams piped and acres of wetlands filled, with Alt. 9 additionally requiring stream relocation. Alternatives 8 and 9 also impact at least 50 acres of forest, including the bisection of a large tract (more than 150 acres) of mature forest. Similar acreage of parkland and farmland will be affected. Alternatives 2 and 5 have virtually no negative impact in any of these areas. An additional significant benefit of Alternatives 2 and 5 is that they increase traffic flow to area businesses, not divert traffic from them.

Sincerely,

Janet Levine

11024 Grassy Knoll Terrace

Germantown, MD 20876

LYLE AND JANET LEVINE

lyle1janet@msn.com

[Hide details](#)

To:



Date: August 20, 2013, 9:50 PM

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

Dear Sir:

The Alt 8 and Alt 9 options discussed in the Midcounty Corridor Study are extremely damaging to our county ecosystem with virtually no redeeming features! All of the Alt 8 and Alt 9 options require hundreds of feet of piped streams, valuable wetlands filled in, over 50 acres of forest cleared, and affect around 30+ acres of our valuable parkland. Why?! Montgomery county already listed alternatives that have virtually none of these problems, especially Alt 5. Alt 5 improves commute time as much as the Alt 8 options, with far less impact on the environment. This alternate plan has no piped streams, no streams relocated, no wetlands filled in, only 2 acres of forest destroyed, and a parkland impact of just 0.2 acres. The number of homes affected is similar to the environmentally damaging Alt 8 and 9 plans, and much less than Alt 4. Finally, 355 is already an active transportation corridor. Expanding it will not push heavy traffic into previously peaceful neighborhoods. Similarly, Alt 2 is a viable option for the same reasons.

Personally, I would follow the suggestion of Montgomery County Park forester Carole Bergmann and Park ecologist Rob Gibbs who recommended that the stream valley area threatened by Alts 8 and 9 be designated by the County as a special Biodiversity area. This makes much more sense than demolishing this irreplaceable natural habitat area with bulldozers.

Sincerely,

Lyle Levine

11024 Grassy Knoll Terrace

Germantown, MD 20876



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

MidCounty Highway Alternatives

Libby <libby@gmiarc.com>

Thu, Jul 25, 2013 at 8:02 PM

To: sean.mckewen@maryland.gov

Cc: greg.hwang@montgomerycountymd.gov

Mr. McKewen:

We are strongly opposed to Alternative 4 Modified. It is completely incompatible with the Master Plans 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. My home is on a designated rustic road off of Brink Road and preserving the natural character of the land and homes in this small area is paramount. This is one of the few remaining areas of Montgomery County that has not been overdeveloped and should be protected from the additional traffic, noise and pollution of this proposal.

I strongly support the completion of the Midcounty 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 communities and existing roads. It will allow an efficient traffic flow, minimizing travel time, air pollution and carbon dioxide emissions. It will tie existing roads together into a coherent transportation system and allow optimal communication between upcounty residential communities, employment centers, and commercial areas. It can provide the backbone for an effective bus system

The Master Planned M-83 is long overdue and badly needed.

Elizabeth and Gary Mosesman

21515 Davis Mill Rd.

Germantown, MD 20876

Miriam Lieblein

miriamwalks@yahoo.com

[Hide details](#)

To:



Date: August 18, 2013, 3:42 PM

Your email address was supplied as a contact for comments about the alternatives in the Midcounty Corridor study.

I am writing in opposition to building M-83. I'm concerned about the loss of green space and wetlands, the impact on wildlife and people, the pollution and noise, and the violation of Smart Growth principles.

Current population trends show that people are moving back to cities and urban centers. If this continues, the extra capacity provided by M-83 may not be necessary. Once we damage the wetlands and wildlife habitat by building a road, we can't easily get them back. We can, however, always build the road at some later time. Having significant green space is important to physical and psychological health; those woods and parkland are a great treasure. It also seems to me that building roads to provide another north/south route simply encourages sprawl, which runs counter to Smart Growth principles. If M-83 is built, it's likely that there will be more development along it, consuming the last significant expanse of green space in the area.

On a personal note, I live on Grassy Knoll Terrace, and am concerned about the noise and pollution that M-83 would produce for our neighborhood. Most houses on Grassy Knoll are well above road level; even if sound walls were built, they wouldn't help. I also worry about pollution levels rising significantly for those of us who walk/run/cycle along the popular multi-use paths alongside Midcounty and Middlebrook.

Sincerely,

Miriam Lieblein

miriamwalks@yahoo.com

Miriam Lieblein

miriamwalks@yahoo.com

[Hide details](#)

To:



Date: August 18, 2013, 3:47 PM

Dear Mr. McKewen,

I am writing in opposition to building M-83. I'm concerned about the loss of green space and wetlands, the impact on wildlife and people, the pollution and noise, and the violation of Smart Growth principles.

Current population trends show that people are moving back to cities and urban centers. If this continues, the extra capacity provided by M-83 may not be necessary. Once we damage the wetlands and wildlife habitat by building a road, we can't easily get them back. We can, however, always build the road at some later time. Having significant green space is important to physical and psychological health; those woods and parkland are a great treasure. It also seems to me that building roads to provide another north/south route simply encourages sprawl, which runs counter to Smart Growth principles. If M-83 is built, it's likely that there will be more development along it, consuming the last significant expanse of green space in the area.

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Miriam Lieblein

Grassy Knoll Ter

Germantown, MD 20876

lou

lou004@comcast.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED] [REDACTED]

Date: August 11, 2013, 3:51 PM

Dear Messrs 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 through out 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,

B. Loughlin
9301 Huntmaster Rd,
Laytonsville, MD 20882

August 6, 2013

To: Mr. Dinne, CENAB-OP-RMN, and Mr. McKewan, MD DOE

From: Leonard and Sheila Yoritomo, 10701 Seneca Spring Way, Montgomery Village, MD

Re: M-83, Written Testimony for August 7th Hearing on the Midcounty Corridor Study

Dear Mr. Dinne and Mr. McKewan,

We would like to register our profound distress with the recent study conducted by the Department of Transportation (DOT) regarding alternatives to building M-83. As homeowners in Montgomery Village for 23 years, we are acutely aware of the enormous effect M-83 and many options under consideration will have on the quality of life for our family and community. A new road would destroy and disrupt our beautiful neighborhood forever. Our family, neighbors, and friends regularly enjoy time in this beautiful parkland, playing, walking dogs, jogging, hiking, and just enjoying the peaceful wooded setting. We, along with perhaps thousands of other residents, enjoy the abundance of wildlife that live in the park and the beauty of Seneca Creek.

We do not need another road; we need more creative forms of public transportation. While we fully appreciate the need for relief of traffic congestion in this area, we do not believe that such decisions should be made with less than complete and impartial data and analysis. Certainly, the potential severe environmental and community impacts of M-83 and its alternatives merit a full, fair and thorough examination of all build/no build options. Yet, it is painfully apparent that DOT did not do its job. Instead of making a realistic assessment of Alternative 4, DOT, for unexplained reasons, considered a 6-lane option that exceeds the current 80-foot right of way. Have you been to the end of our street? There is no room for a six lane road. Are you planning on demolishing existing homes? In addition, the impact of Alternative 4 was not assessed in concert with the improvement of 355, thus presenting a distorted picture of this key no-build

option. It would be a travesty for the County Council to make a decision based on such a flawed analysis.

As homeowners, active community members, and parents living in the Stedwick neighborhood of Montgomery Village, whose family and neighborhood would be directly impacted by the M-83 decision, we are extremely concerned about the lack of fairness and professionalism evident in the DOT analysis. Whether M-83 or its alternatives are built will have a tremendous impact on our community and property values. Providing the County Council the information it needs to make a fair and balanced decision is essential. Therefore, we strongly urge the rejection of the current study.

Sincerely,

Leonard and Sheila Yoritomo

10701 Seneca Spring Way

Montgomery Village, MD 20886

August 2, 2013

To: Mr. Dinne, CENAB-OP-RMN, and Mr. McKewan, MD DOE

From: Barbara Deyhle, 10712 Seneca Spring Way, Montgomery Village, MD 20886

Re: Written Testimony re: August 7th Hearing on Midcounty Corridor Study

Dear Mr. Dinne and Mr. McKewan,

As a Montgomery Village homeowner in the Ridges of Stedwick neighborhood for over 13 years, I am writing to express both my strong opposition to M-83 and its currently proposed alternatives, as well as my serious concern with the Midcounty Corridor Study conducted by the Department of Transportation (DOT). While I certainly appreciate the need to relieve traffic congestion in the area, it is critical that the study designed to inform the County Council's decision M-83 be based on an accurate and impartial portrayal of the various options. Unfortunately, the recent study did not accomplish this essential objective.

Rather, DOT committed two very grave mistakes when it conducted its study. First, it did not examine improvements to Route 355 in concert with Alternative 4. Second, it proposed that consideration be given to a 6-lane option for Alternative 4 that exceeds the current right of way. Thus, the DOT did not actually study what a no-build alternative to M-83 would like.

I have been actively involved in past public meetings about M-83 and proposed alternatives. Our historic planned community may well be divided by a 6-lane highway that will severely impact the environment, including destruction of wetlands, school playgrounds, community parks and property values. As a homeowner who is significantly impacted by the options under consideration, I am troubled that a study of such importance would not be conducted in a fair and balanced manner. Certainly, the County Council does not now have the information it needs to make such a far-reaching decision. I urge you to reject this unbalanced and unfair study.

Very truly yours,

Barbara Deyhle

10712 Seneca Spring Way

Montgomery Village, MD

August 1, 2013

To: Mr. Dinne, CENAB-OP-RMN, and Mr. McKewan, MD DOE

From: Steven Kosiak and Beth Kosiak, Ph.D., 10709 Seneca Spring Way, Montgomery Village, MD 20886

Re: M-83, Written Testimony for August 7th Hearing on the Midcounty Corridor Study

Dear Mr. Dinne and Mr. McKewan,

We are writing to express our opposition to M-83, and especially our concern with the clear biases in the alternatives thus far studied by the Department of Transportation(DOT). In our view, the funding contemplated for building M-83 would be far better used for improved and increased public transportation. And to the extent that improvements to the area's road network need to be part of the solution, it should go without saying that the studies considering alternative options for making such improvements need to fairly and comprehensively compare those alternatives. Unfortunately, that has not been the case with the current approach.

The existing DOT study failed to look at true alternatives to constructing M-83 in a way that fully took into account likely synergies from improvements that could be made to a number of different existing roads, including 355 and other alternatives. More bizarrely, it assumes that up to a 6-lane highway would be built under Alternative 4. In fact, it seems far more likely that a narrower right of way would be used, dramatically reducing the number of homes that would be affected by this Alternative. At a minimum, until a more sensible variant of the Alternative 4 is completed, the County Council is in no position to make a choice among various options with such a flawed study.

We appreciate the difficulties facing commuters in this area. However, there is also a need to consider solutions that pass a test of basic fairness, and professionalism. This study does not meet these criteria. Dr. Beth Kosiak has worked for decades as a policy analyst for the federal government and non-profits, and fully appreciates the importance of accurate and impartial analysis of often controversial issues that affect a wide range of constituents. And as homeowners and community volunteers who have lived in Montgomery Village and the Gaithersburg area for over 25 years, we have been concerned about M-83 for the entire time of our residence and have been actively engaged in the many public meetings over the years. Indeed, many times we were told explicitly by both Maryland and Montgomery County officials **that M-83 and its alternatives would never be built and based our decision to buy a house first in the Woodland Hills neighborhood of Gaithersburg (1990-2000) and then in the Stedwick neighborhood of Montgomery Village (2000-present) on that information.

Building M-83 and the proposed alternatives threatens to do great community and environmental harm to our economically, racially and ethnically diverse, long-established, planned neighborhood. It is thus not a decision to be made lightly or on the basis of fundamentally flawed analysis. We hope and expect

that the County Council will have the wisdom to understand this, and will draw the appropriate conclusion: to reject this study.

**In 1992, then-Governor Parris Glendening announced that M-83 and its alternatives would never be built due primarily to the unacceptable destruction of wetlands, among other considerations.

Sincerely,

Steven and Beth Kosiak

10709 Seneca Spring Way

Montgomery Village, MD

Rosemary Ward Mack

srwm06@aol.com

[Hide details](#)

To:



Date: August 6, 2013, 7:55 PM

Dear Mr. McKewen,

Please!!!!

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 storm-water 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,
Rosemary Ward Mack

Rosemary Ward Mack
19944 Choctaw Court
Germantown, MD 20876

Cinzia Maddalena

clmaddalena@comcast.net

[Hide details](#)

To:



Date: August 1, 2013, 11:45 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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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,

Cinzia Maddalena
12421 Goldfinch Ct
Potomac, MD 20854

Carla Magdamo

Cgmpsu91@verizon.net

[Hide details](#)

To:



Date: August 18, 2013, 7:17 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.

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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,

Carla Magdamo
20357 Watkins Meadow Dr
Germantown, MD 20976

Paul Majewski

pmajewski123@comcast.net

[Hide details](#)

To:

[REDACTED]

[REDACTED]

Cc:

[REDACTED]

[REDACTED]

Date: August 19, 2013, 9:55 AM

August 18, 2013

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

Greg Hwang, Project Manager
Montgomery County Dept. of Transportation

Dear Sirs:

I believe Montgomery County should at this stage choose the Master Planned alignment (alternative 9a) of M-83. If mass-transit or other non-M-83 dreams (telecommuting boom, half-width vehicles, ...) miraculously come to fruition and meet the needs for the area's traffic, then the county can decide later to change plans or cancel M-83 all together. But I don't see dreams (including, for the mid-county area, mass transit) changing enough of the traffic projected. By drastically cutting down on congestion and trip time, alternative 9a cuts down on gasoline emissions and the carbon footprint; and it does not add the cost that massive mass-transit would require.

M-83 will handle local traffic and encourage driving to the Shady Grove (SG) Metro. The traffic need increases as Clarksburg and other local areas are built out. Snowden Farm Parkway will handle much of the traffic generated by the current and future houses in Clarksburg. Traffic from Damascus and other northern areas continues to fill MD-27. The commuters that are traveling locally (like me since 1989) or to SG, need an outlet or MD-27 will stay congested.

Alternative 9a reduces traffic along roads that Master Plans have not planned to be so congested.

The loudest speakers are organized for the environment and against any M-83, especially against 9a. But, environmentally, alternative 9a -

- uses bridges to span some sensitive wetlands;
- results in outstanding reduced speed of trips -- that lessens emissions and lessens congestion on surrounding roads;
- takes away less than an acre of woods - which I'm sure is mitigated by reforestation.
- is one leg of a many-legged stool needed -- mass Transit like BRT may be just one of those legs -- we need these multiple approaches to handle congestion, and to help local travelers when the through traffic is congesting 270 and 355.

Having no M-83 would almost certainly be disasterous for many of us, and even moreso for those living along alternate paths in Goshen and Gaithersburg.

As many others have realized, alternative 4 is the worst.

Paul Majewski, 12233 Piedmont Road, Clarksburg MD, 20871

Montgomery County resident, District 14 MD

pmajewski123@comcast.net

301-972-6031

Souri Manoharan

sourimanoharan@yahoo.com

[Hide details](#)

To:



Date: August 9, 2013, 11:54 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.

The most pressing issue 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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Signed,

Souri Manoharan
11039 GRASSY KNOLL TER
GERMANTOWN, MD 20876

Joy Markowitz

joymarkowitz@rcn.com

[Hide details](#)

To:



Date: August 2, 2013, 9:25 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,

Joy Markowitz
7415 Cedar Ave
Takoma Park, MD 20912

Jeremy Nathan Marks

thecavesofaltamira@gmail.com

[Hide details](#)

To:



Date: August 5, 2013, 10:52 AM

This message may not have been sent by: thecavesofaltamira@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,

Jeremy Nathan Marks
13911 Flint Rock Road
Rockville, MD 20853

Frank Markus

F4307m@aol.com

[Hide details](#)

To:



Date: August 1, 2013, 11:50 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.

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Signed,

Frank Markus
10758 wayfarer rd
Germantown, MD 20876

Laura Markus

soldbylaura@aol.com

[Hide details](#)

To:



Date: August 6, 2013, 10:20 PM

Dear Mr. McKewen,

Good Day,

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,

Laura Markus
1758 Wayfarer Road
Germanton, Md. 20876

Laura Markus
10758 Wayfarer Road
Germantown, MD 20876

Anne Marie & Chuck Martinez

annemariechuck@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 2:32 PM

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

Dear Mr. McKewen,

We 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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Why is it that this county ALWAYS CHOOSES the most expensive and destructive and disruptive route to TAKE?

Signed,

Anne Marie & Chuck Martinez
3510 Forest Edge Dr
Silver Spring, MD 20906



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

FW: MCS citizen inquiry

Hwang, Gwo-Ruey (Greg) <Greg.Hwang@montgomerycountymd.gov> Tue, Jul 2, 2013 at 3:08 PM
To: "Dinne, John J NAB" <JOHN.J.DINNE@usace.army.mil>
Cc: Sean McKewen <SMcKewen@mde.state.md.us>, Paul Wettlaufer <pwettlaufer@rkk.com>, "Miller, Aruna" <Aruna.Miller@montgomerycountymd.gov>

Hi Jack,

In response to your information request concerning the conversations you had with Ms. Mary Ann Clark, we are providing you with the information below for your response to her questions.

1. [Sheet 6 of Alternative 8](#) and [Sheet 6 of Alternative 9](#) figures in the [May 2013 Draft Environmental Effects Report](#) depict her house in the center section of the figure, near the label that says "Travis Avenue Park (City of Gaithersburg)." None of the other alternatives would be close to her home.
2. Hydraulic analyses will be performed as part of the design phase after the necessary environmental permits are granted for a Preferred Alternative. Until hydraulic analyses are performed to determine whether the Preferred Alternative would cause an increase in the boundary of the 100-year flood, we cannot project whether her property would potentially be flooded. However, if the hydraulic analysis were to show that her property would be flooded because of the Preferred Alternative, measures will be taken to ensure that her property is protected from flooding.
3. The stream mitigation for the project will be proposed to take place in Great Seneca Park, across Watkins Mill Road from the Watkins Mill High School. Her home is not near the proposed stream mitigation site. Therefore, the stream mitigation would not affect flooding on her property.

Should you have any questions or need additional information, please contact me.

Have a wonderful holiday.

Best regards,

Gwo-Ruey (Greg) Hwang, P.E.

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

greg.hwang@montgomerycountymd.gov

***** Midcounty Corridor Study website: www.montgomerycountymd.gov/midcountycorridorstudy *****

From: Dinne, John J NAB [<mailto:JOHN.J.DINNE@usace.army.mil>]

Sent: Thursday, June 27, 2013 1:35 PM

To: Hwang, Gwo-Ruey (Greg)

Cc: Paul Wettlaufer; Sean McKewen

Subject: MCS citizen inquiry

Greg,

I was contacted by Ms. Mary Ann Clark, Lake Forest Glen (301-330-3967). She lives on Travis View Ct and was curious about what the proposed project would mean for her property. She stated the stream is very close to her property and some common ownership property associated with the development (within 15 -20 feet) and out of bank flows can be very close to the property line during certain storm events. She read about the proposed stream mitigation and was curious if it would affect her property with additional out of bank flows and/or increased elevations. She could not identify her property on the project maps (including the mitigation location map). Is there any additional information we can provide her so she can better understand how close and what impact the project, especially the stream mitigation proposal, might have in the area of her property?

Thank you.

Jack Dinne

U.S. Army Corps of Engineers

Baltimore District, Regulatory Branch

410 962-6005

john.j.dinne@usace.army.mil

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Jean Mathews

jeanmathews@juno.com

[Hide details](#)

To:



Date: August 2, 2013, 10:04 AM

Dear Mr. McKewen,

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Signed,

Jean Mathews
11301 neelsville church rd
Germantown, MD 20876

Mathews, Chris

cmathews@segalco.com

[Hide details](#)

To:



Date: August 5, 2013, 9:27 AM

Dear Mr. Dinne and Mr. McKewen:

I have lived in Montgomery County since 1977, all of those years in Montgomery Village and Germantown. When we moved to Montgomery Village we were aware of the Master Plan to build the Mid-County highway and that the plan included extending it along the M-83 route. It was common knowledge and certainly a point of discussion by residents of Montgomery Village when the Mid-Highway construction was begun and stopped at Montgomery Village Avenue back in the 1990s.

Clearly no one wants a highway built through their neighborhood and deal with the disruption, noise, and pollution that it causes. We all value the green space that has been protected by the Master Plan developed many years ago. The Master Plan was intended to provide guidance and awareness to the public and is in effect a compact between the citizens and government. It seems to be that for the government to violate this compact would require extraordinary circumstances. No such extraordinary circumstances have been presented and without such any change would be a violation of the public trust. We chose to move to the Brink

Road/Blunt Road area to find some relief from the congestion of Gaithersburg and Montgomery Village. This decision was made, trusting that the government would honor its compact with the citizens and follow the Master Plan when there was a need to expand roads and infrastructure. We value the beautiful Agricultural Reserve and chose to live near it for its beauty. Now that eco-system is endangered if Brink Road is expanded, putting pressure on those many acres of sensitive marsh lands, forest, and habitats.

The decision to violate the Master Plan should not be a decision to follow the will of the loudest voices, but should be made based on rational planning, the environmental impact, damage to private property, and the result on future traffic flow. To me, the decision is an easy one and very logical. Let me summarize why I am in favor of Option A – M-83 to complete the Midcounty Highway, connect Snowden Farm Parkway, and complete a critical part of the planned transition solution for upper Montgomery County:

- M-83 has been a planned part of the Upcounty transportation system for over 30 years
- There are no extraordinary reasons to change the Master Plan, except politics
- M-83 is part of a system designed and planned to tie together feeder roads, relieve MD 355 of heavy traffic and keep local traffic off I-270, reducing congestion over

a wide area.

- The right of way has been well known and publicly disclosed and reserved from development since the 1960s.
- Adjacent development has been designed to be compatible with this highway and as a result,
 - there are only 13 intersecting access points (the lowest of all alternatives) for Alt. 9 Option A;
 - no homes or businesses will be lost to M-83, if Alt. 9, Option A is chosen;
 - traffic safety is greatly reduced with M-83
 - travel times are minimized and
 - fuel consumption and carbon dioxide emissions are minimized.
- We need mass transit, and in this area busses are the alternative, but busses will not be efficient if the roads they travel are congested. M-83 can be more easily configured with an express lane
- Alternative 9, Option A (M-83) has been a part of the Master Plan for decades, since the 1060's – Gaithersburg Vicinity Master Plan adopted in 1971, January 1985, 1998, 1990; Germantown Master Plan 1989; Clarksburg Master Plan & Hyattstown Special Study Area 1994
- Alternative 9A destroys less than one acre of wetlands.

I appreciate your consideration and urge you to follow the Master Plan and support the compact made with the citizens of

Montgomery County and approve the M-83 Option.

Best regards,

Christopher J. Mathews

21500 Blunt Road
Germantown, Md 20876

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE ADDRESSEE. IT MAY CONTAIN PRIVILEGED OR CONFIDENTIAL INFORMATION THAT IS EXEMPT FROM DISCLOSURE.

Dissemination, distribution or copying of this message by anyone other than the addressee is strictly prohibited. If you received this message in error, please notify us immediately by replying: "Received in error" and delete the message. Thank you.

John Mathwin

jmathwin@hotmail.com

[Hide details](#)

To:



Date: August 2, 2013, 12:53 PM

Dear Mr. McKewen,

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Signed,

John Mathwin
13515 Crispin Way
Rockville, MD 20853

Maureen Matkovich

mwmcem@msn.com

[Hide details](#)

To:



Date: August 7, 2013, 3:51 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.

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Additionally, the additional traffic-generated ozone will be quite problematic for the asthmatics who live in the impacted neighborhoods. I am one of those asthmatics.

Signed,

Maureen Matkovich

Maureen Matkovich
20404 Sandsfield Terrace
Germantown, MD 20876

Laurie Mazur

lauriemazur@verizon.net

[Hide details](#)

To:



Date: August 2, 2013, 9:15 AM

Dear Mr. McKewen,

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Signed,

Laurie Mazur
6905 Woodland Ave
Takoma Park, MD 20912

From: Meghan Mcavoy [mailto:mcavoy.meghan@gmail.com]

Sent: Friday, August 30, 2013 11:19 AM

To: Ike Leggett

Subject: Reject M83 (Midcounty Highway Extended)

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,

Meghan Mcavoy
1200 Blair Mill Rd
Silver Spring, MD 20910

Mary McCann

msip@earthlink.net

[Hide details](#)

To:



Date: August 2, 2013, 6:14 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 McCann
20005 Yellos Leaf Terrace
Germantown, MD 20876

Barbara McCann

barbara@bmccann.net

[Hide details](#)

To:



Date: August 6, 2013, 6:38 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. We need to upgrade existing roadways and provide more public transportation and more ways for people to walk and bicycle in the mid-county. This destructive new highway project will have serious environmental and community impacts, and will make it even harder to achieve the type of community that people in Montgomery County want. We know that upgrading 355 would achieve the same ends: let's save money and time and just do that.

Signed,

Barbara McCann

Clarksburg

Barbara McCann

26601 Haines Rd.

Clarksburg, MD 20871

Patrick McCue

pm370z@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 21, 2013, 2:50 PM

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.

I just learned about this plan recently and enthusiastically support it. We needed this new expressway ten years ago, and the congestion without it only gets worse each year. Every day I make the commute from Clarksburg to lower Rockville/ North Bethesda and it would be very helpful (more direct) for me to take the Mid-County highway rather than come all the way over to I-270.

Also, as an alternate route, I believe it would help alleviate congestion on I-270 caused by local traffic that only needs to go an exit or two.

Before coming to Maryland, I used to live in the Bay area in California, and these types of expressways are all over (2-3 lanes each direction) and they REALLY help to keep congestion at a minimum.

Also, while I have your attention, another thing in California that helps lessen congestion during the rush hours is that they have metering lights on the on-ramps (small red/green lights which switch back and forth between vehicles as they enter the on-ramp) which act to make spaces between vehicles when they enter the highway so that people can merge more easily, and act to prevent a huge mass of cars entering at the same time, which only makes traffic come to a halt. It would be great to have that feature on this road (and on I-270 if possible!).

Thanks for your time,
Dr. Patrick McCue
12464 Horseshoe Bend Circle,
Clarksburg, MD

Patty McGrath

pattymcgrath08@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 5:28 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.

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Signed,

Patty McGrath
11007 Edison Road
Potomac, MD 20854

cltmcgrew

cltmcgrew@verizon.net

[Hide details](#)

To:



Date: August 19, 2013, 4:14 PM

Fetrows Neighborhood - Wacomor Drive and Ward Avenue: Comment Period Submission

Christine L. Trippel McGrew

22708 Ward Avenue

Germantown, Maryland 20876

cltmcgrew@verizon.net

August 19, 2013

U.S. Corps of Engineers

Baltimore District

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

P.O. Box 1715

SENT VIA EMAIL & USPS

Baltimore, MD 21203-1715

john.j.dinne@usace.army.mil

Maryland Department of the Environment

Wetlands and Waterways Program

Attn: Mr. Sean McKewen

160 Water Street

Frostburg, MD 21532

sean.mckewen@maryland.gov

Reference: Interested Party Concern - Fetrows Neighborhood, Wacomor Drive & Ward Avenue

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

13-NT-3162/201360802/AI No. 140416

This project study area and each of the proposed alternatives, including Alternative 1 - No Build, affect our neighborhood. Our safety and property values will be affected by action taken in this matter.

Our homes have been here since the 1960's; both Wacomor Drive and Ward Avenue are dead-end streets with ingress and egress via Route 27/Ridge Road. The amount of traffic on Route 27/Ridge Road has increased with the construction of homes in Clarksburg and more recently, construction of Clarksburg Village. In turn, increased traffic is created by Little Seneca Parkway at Route 27/Ridge Road and more will come from the extension of Snowden Farm Parkway.

We have no relief from traffic at any time of the day - the southbound grade on Route 27/Ridge Road hinders our view of northbound oncoming vehicles. We are trapped by traffic turning right onto Route 27/Ridge Road from Little Seneca Parkway and Skylark as well as oncoming southbound traffic. We have few windows of safe exit or entrance to our neighborhood.

Maryland State Highway refused a request for a traffic signal at Wacomor advising that we should make u-turns at Skylark! Anyone would certainly know that this is impossible given the flow of traffic. We should not have to drive miles out of our way to travel southbound on Route 27/Ridge Road.

With the addition of more traffic signals north of us, any window of traffic relief has been destroyed. The speed limit on Route 27/Ridge Road north of Brink Road is 40 miles per hour; this is ignored and many of the speed limit signs were taken down during recent roadway construction at Clarksburg Village. We need safe access to Route 27/Ridge Road from our neighborhood. It is not clear in the Public Notice materials how the Alternatives and proposed divided lanes on Route 27/Ridge Road will affect the south egress and north ingress to our neighborhood.

In less than two years, a middle school will open at the corner of Little Seneca Parkway and Route 27. The queuing traffic for the school will also be a hindrance for us. Added travel lanes will require drivers to "let us out" - an effort that is almost impossible now.

I am surprised that there was not a concerted effort made to reach out to us -we are an established neighborhood that has only one ingress/egress. Though we do not have a community association, this should not negate communication or mention in the Alternatives. We do not appear on any of the alternative maps. Given our proximity to key intersections, we deserve to have the same consideration and assistance with any chosen plan going forward.

We need:

- Clear information on how the Alternatives affect our ingress/egress - none mention or identify our transportation needs
- A safe ingress/egress via a dedicated access lane to connect the traffic signal
 - Access lanes are mentioned in conjunction with MD355, one is needed for our community, Rt. 27/Ridge Road @ Wacomor
- Better timed traffic flow to allow windows of opportunity between Brink Road and Little Seneca Parkway/Skylark.
- Consideration of the queuing line for traffic at Little Seneca Parkway so that it does not block the entrance/exit of Wacomor Drive at Route 27/Ridge Road.
 - How will this intersection be signaled?
 - Controlled right turns from Little Seneca?
 - Controlled left and u-turns from Route 27/Ridge Road?

I invite you to come and view the situation we currently have and see the challenges that are present each day before 5:00am and that last well into the evening 9:00-10:00pm.

Thank you for your consideration and I hope to hear from you regarding how the Alternatives protect

and provide safe egress and ingress for our neighborhood.

Sincerely,

Christine L. Trippel McGrew

22708 Ward Avenue

Germantown, MD 20876

elen McKibben

hmckibben@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 1:06 PM

This message may not have been sent by: hmckibben@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.

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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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,

Helen McKibben
6215 Verne Street
Bethesda, MD 20817

8/18/13

Dear Mr. McKewen,

A segment of the population has been talking in generalities about destruction of wetlands and habitat when voicing opposition to option 9 for the extension of Midcounty Highway through park land between 355 and Watkins Mill Road. I suspect that, like a lot of other people, they have not gotten out of their cars to experience the park land in question. If they had, they would have seen much more than just wetlands. There is scenery, large elevation changes, hiking, and trail biking along the Greenway Trail that meets or exceeds what is available in Rock Creek Park. In particular, there is a promontory and views of s-bends of Seneca Creek. Keeping these amenities would help to keep Montgomery County from going the way of New Jersey. It would be a factor in attracting and retaining creative people and companies who would be important for the local economy.

In case M83 can't be stopped, I would like to see noise barriers installed. Our house is a few hundred yards from the right of way.

Sincerely,

Michael McMillan

10517 Cambridge Ct, Montgomery Village, MD 20886. Mikemarg@verizon.net

Erik McWilliams

ErikMcW@comcast.net

[Hide details](#)

To:



Date: August 2, 2013, 10:27 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,

Erik McWilliams
13216 Ridge Drive
Rockville, MD 20850

GJM

jurij@verizon.net

[Hide details](#)

To:



Date: August 5, 2013, 11:39 AM

Mr. Jack Dinne, CENAB-OP-RMN
Baltimore, Maryland 21203-1715
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

Mr. Greg Hwang, Project Manager
Midcounty Corridor Study MC-DOT
100 Edison Park Drive, 4th Floor
Gaithersburg, MD 20878

Gentlemen:

This letter provides my initial public comments on the Draft Environmental Effects Report (DEER) on the Midcounty Corridor Study known as Master-Planned route - M83. The public now has an opportunity to present views, opinions and information which will be considered by U.S. Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE) in evaluating Montgomery County Department of Transportation's (MCDOT) permit application. The comment period ends August 21, 2013. The following are my comments with respect to this study for selecting a preferred highway route to complete the Midcounty Highway.

1. The M83 Route in the original master plan should be selected as originally planned which is

Alternative 9. This proposed route was on record when I moved here over 20 years ago to Maryland. It provided me then as to how Montgomery Upcounty highway road M83 would be developed in anticipation of population growth. Land was already designated at the time with signs posted in affected areas and land was set aside in some areas to take care of the M83 route under consideration. Deviation from this proposed route will create a situation where all those communities affected by other proposed alternatives will be in disagreement with each other as to a preferred route for M83. Stick to the original master plan and don't create chaos and resentment within the public communities at large by changing from the original proposed selected route.

2. I strongly oppose Alternative 4 (Brink, Wightman, etc). I live along this route and it would be a complete utter environmental disaster to construct the highway in place of the current 2-lane County road. The road is lined with beautiful dense trees, shrubs and properties on both sides of Brink Road after Wildcat Road going East. It used to be that way going West from Wildcat to Ridge Road (Route 27) until the County decided to turn that portion of Brink from a 2-lane into a 4-lane road. It looks awful with the destruction of the vegetation and trees that used to line that portion of Brink. Now MCDOT wants to do this for the rest of the route known as Alternative 4. That's irresponsible and Alternative 4 should be dismissed as a viable alternate route.

3. Going further East along Brink Rd. you get to the Montgomery County wildlife and Agricultural State Preserve near the Great Seneca Steam Valley Park near the intersection of Brink and Wightman Road. This is State property that was set aside for not to be disturbed. People enjoy this area for hiking along the stream. Also there is a historical site marker at this intersection to describe the importance the bridge crossing carried during the Civil War over Great Seneca stream. The 4-lane highway would cut right through it.

4. Next down the road is Prathertown on Wightman Road. This is a historical area where a small African-American community was founded in 1883 by freed slaves. This proposed highway alignment would cut right through these properties. What is being proposed here is absolutely without merit and by itself should eliminate this Alternative 4 from consideration.

5. We have in this County a task force referred to as Keep Montgomery County Beautiful. I would expect this task force has been involved with this project from the start. In my opinion the county road (Brink) should be designated as a Maryland Scenic By-Way route by the County instead of considering to build a new highway in its place.

6. Selecting Alternative 4 makes no sense as a highway to relieve traffic from upcounty residents. The County never considered Brink/Wightman, etc. as a major thoroughfare ever nor was there ever any kind of public transportation (buses) assigned to this route on Brink and Wightman. This is a East-West alignment instead of a North-South corridor as was planned for M83. The only purpose of M83 as I see it was to connect it to the Shady Grove Metro Station so more people would use public transportation to get to points south toward Washington, DC. Alternative 4 does not accomplish this

purpose. There are no major large corporate facilities along this route that would shorten commuting times. This is an alternative where time and money was wasted on studying a dubious route on this project.

7. To quantify results as High, Moderate, and Low provides rudimentary thinking as to the impacts. What is required is to quantify the results with a definition as what the stated category means and what the impact effects are to make it fall in the selected category.

8. There are no words to describe how terribly Alternative 4 will impact the quality of life for those living along this proposed Alternative 4. The destruction of flora, the destruction of the aesthetic beauty, condemnation of prime properties, displacement of property owners, lowering of property values, increased traffic, air pollution, noise pollution, well contaminations, increased road kill due to large local fauna population, construction activities, unsafe traffic situations, speeding, etc. This is just an irresponsible choice by the County to destroy the peace and tranquility of the present neighborhood community. The negative impacts of Alternative 4 are overwhelming to me.

9. During the August 7, 2013 public meeting I plan to show a short video (7 minutes) of the Brink/Wightman route as it looks today (taken yesterday) and let you visualize what this highway will destroy if it is selected as the preferred route. The video file is too large to attach to this email.

My recommendation is to stick with the original Master Plan for M83 Plan Route and that is Alternative 9.

George J. Mencinsky P.E.

21104 Kaul Lane

Germantown, MD 20876

301-869-3224

August 5, 2013

GJM

jurij@verizon.net

[Hide details](#)

To:



Date: August 5, 2013, 6:15 PM

Gentlemen:

Since it is possible I won't have a chance to show my video at the public meeting on Aug. 7 and the file is too big to send by email, I have decided to post it on You Tube so you can get a heads-up what Alternative 4 will do to neighboring communities along this route.

<http://www.youtube.com/watch?v=XLJ6zmtikbQ>

George J. Mencinsky P.E.

From: GJM [mailto:jurij@verizon.net]

Sent: Tuesday, August 06, 2013 4:51 PM

To: Ike Leggett; Berliner's Office, Councilmember; Elrich's Office, Councilmember; Ervin's Office, Councilmember; Floreen's Office, Councilmember; Leventhal's Office, Councilmember; Navarro's Office, Councilmember; Rice's Office, Councilmember; Riemer's Office, Councilmember; Andrews's Office, Councilmember

Subject: Public Hearing on Mid County Highway with US Corp of Engineers and MD Department of Environment

To: The Honorable County Executive and Council Members

Tomorrow, on August 7th, the MD Department of Transportation (MCDOT) has

scheduled a public meeting at Seneca Valley H.S. to allow the public to express their opinions on how they feel on how the County should proceed

with the direction to settling the M-83 Mid County Highway dilemma. The Federal and State agencies will be in attendance to decide on the merits

of approving subsequent permit issuance based on the information in the draft Environmental Effects Report and the public comments are provided for this environmental assessment. The public has till August 21, 2013 to submit their comments.

This is a contentious study that pits one community against another depending on which route may be selected by the MCDOT from the 9 options

in the study. The original transportation master plan for M-83 has been on the books for decades and already set aside the land and route for developing this 4-lane highway. My recommendation is to stick with the original plan which is Alternative 9 in the study.

I'm attaching a You Tube video link that shows why Alternative 4 should never have been considered in this study which I posted yesterday as part of my public comment.

<http://www.youtube.com/watch?v=XLJ6zmtikbQ>

I assume Councilman Rice will be there as he represents the communities

that will be impacted by this study. I will be waiting to hear his thoughts for M-83.

In addition, I'm also providing my comments for you to read that I submitted to those in charge of reviewing them. See below.

Mr. Jack Dinne, CENAB-OP-RMN
Baltimore, Maryland 21203-1715
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

Mr. Greg Hwang, Project Manager
Midcounty Corridor Study MC-DOT
100 Edison Park Drive, 4th Floor
Gaithersburg, MD 20878

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to connect it to the Shady Grove Metro Station so more people would use public transportation to get to points south toward Washington, DC. Alternative 4 does not accomplish this purpose. There are no major large

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selected as the preferred route. The video file is too large to attach to this email.

My recommendation is to stick with the original Master Plan for M83 Plan

Route and that is Alternative 9.

George J. Mencinsky P.E.
21104 Kaul Lane
Germantown, MD 20876
301-869-3224

Stephanie F. Mercer
946 Windbrooke Dr.
Gaithersburg, MD 20879
301-785-0459

August 21, 2013

Dear Mr. Sean McKewen,

I am writing in severe opposition to the Master Plan, Alt. 9. I am a resident of Windbrooke Dr, Gaithersburg, and this proposition would literally pass immediately next to my place of residence, destroying beautiful wetlands, homes of amazing animals that I hear and enjoy each and every day, and pose a threat to the safety and well-being of the elementary school children right next to this proposed road. When I purchased my condo, I was assured this was protected wetlands, and nothing of this sort would happen. It is a joy to live here, and this road would extinguish the lovely lush greenery that surrounds this complex and create more cement scenery, which is unfortunately what Montgomery County is becoming.

Development is rampant; it must be halted in favor of maintaining some of the beauty and charm, particularly of Montgomery Village. For the love of nature and in defense of more horrible development, please try any least restrictive alternatives in favor of this terrible plan. I would not even want to live here if this happened. The impact on many communities, wildlife and wetlands at this juncture would be nothing short of disaster on many levels! Please do not issue a permit to extend Midcounty Highway through my beautiful community. I thank you for your time and consideration. Please contact me regarding this ongoing process.

Sincerely,

Stephanie F. Mercer

Alice Meyer

bannerz@starpower.net

[Hide details](#)

To:



Date: August 2, 2013, 10:50 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,

Alice Meyer
8907 Ellsworth Court
Silver Spring, MD 20910

Richard Meyers

peachwood1270@verizon.net

[Hide details](#)

To:



Date: August 2, 2013, 9:40 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,

Richard Meyers
14809 Peachwood Dr
Silver Spring, MD 20905

Iryffel@verizon.net

Iryffel@verizon.net

[Hide details](#)

To:



Date: August 21, 2013, 11:10 PM

Dear Mr. McKewen and Mr. Dinne,

I strongly urge you to recommend Alternative 9A, the master planned M-83 and reject the other alternatives and options.

The addition of lanes and widening of existing roads would surely result in increased collision rates and pedestrian accidents as non of the surrounding communities were designed to accommodate such traffic. Alternative 9A would serve as an alternate, access controlled, commuter route to an already over-burdened 355 and I270.

It is true that the trees on the proposed 9A alternative are established and a benefit to the area, but I argue that those trees are only there because the Master Plan prevented development of that land. If a different alternative plan were adopted, I believe that land would be otherwise sold or developed for other purposes by the county so it really becomes a moot point.

Sincerely,

Laurie A. Midgley
Montgomery County Resident

Slingerland63

slingerland63@yahoo.com

[Hide details](#)

To:



Date: August 18, 2013, 8:59 PM

Mssrs Dinne and McKewen,

Thank you for your public meeting. I want to express my strong opposition to all M-83 Options except for Number 2.

Number 2 promotes the widening of an existing commercial thoroughfare, Route 355, with options for enhancing mass transit. This is in keeping with modern transit options designed to minimize impacts on the environment.

I am strongly opposed to Alternatives 8 and 9. Here are the key reasons:

1. Options 8 and 9 will split my community, Middlebrook Manor, in half, destroying tjhe sense of community.
2. These Option, as involving the construction of new roads and bridges, will have by far the greatest impact on the environment and waterways.
3. The new road will pass close to Watkins Mill Elementary School, exposing our children to very much increased air pollution.
4. The Environmental Report utterly fails to consider the impact on air pollution and climate change, as most recent Federal EISs have done, including the EIS for the DOT 35mpg mileage standard and the DOS Keystone XL EIS.
5. The safety analysis of the EIS is flawed in not considering the increased deaths and injuries resulting from deer collisions---the State and County have failed to control the deer population in Great Seneca Park and environs.
6. The traffic analysis states that the Option 8-9 road would save 8 minutes of commuting time from Rockville to Clarksburg. This is a minimal amount of time in Washington traffic...in the noise...and to incur such a massive environmentla impact for this fleeting benefit would be utterly irresponsible.
7. The Montgomery County Master Plan was drafted a half century ago--before any major National environmental statute was passed. This includes:

The National Environmentsl Policy Act--1969

The Clean Air Act---1970

The Clean Water Act--1972

8. The noise impacts of Options 8 and 9 would be totally unacceptable, and exceed applicable residential noise standards. As it is, we can hear the traffic noise from I-270, over a mile away.

It is the distinct responsibility of the Army Corps to enforce the environmental statutes on the books today, NOT a county master plan from 50 years ago before the Nation's environmental laws were passed. The environmental effects of Options 8 and 9, in requiring totally new road and bridge right of ways would be massive, and the "benefits" (8 minutes reduced commuting time) minimal and ephemeral. And all developed research shows that building more roads merely encourages more traffic and more pollution. Promoting Option 2, which encourages mass transit, and minimizes environmental damage, is the only feasible option.

I stand with my elected delegation, Representative Barkeley and Senator King, in strong opposition of Options 8 and 9, and only favoring Option 2. I strongly encourage the Corps to deny the necessary water permits for Options 8 and 9 and destructive of our environment, in violation of its responsibility under the Clean Water Act, and detrimental to our neighborhoods. And again, I remind the Corps and the State, that a County master plan from an era before our environmental laws were on the books, is an artifact. Otherwise we would still be building buildings with asbestos. I strongly oppose Options 8 and 9 on these grounds.

Respectfully,

Philip Mihlmester
11009 Grassy Knoll Terrace
Germantown, MD 20876
Middlebrook Manor Subdivision

James Miller

jmiller2@umd.edu

[Hide details](#)

To:



Date: August 2, 2013, 12:09 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,

James Miller
507 Elm Ave
Takoma Park, MD 20912

Dick Miller

Jrniller24@verizon.net

[Hide details](#)

To:



Date: August 7, 2013, 5:19 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,

Dick Miller
20464 Watkins Meadow dr
Germantown, MD 20876

Date: August 13, 2013

To: Greg Hwang, Project Manager, greg.hwang@montgomerycountymd.gov,
CC: Aruna Miller, Planning Manager, aruna.miller@montgomerycountymd.gov, Montgomery County Council, county.council@montgomerycountymd.gov, Ike Leggett, County Executive, ocemail@montgomerycountymd.gov, Jack Dinne, john.j.dinne@usace.army.mil, Sean McKewen, sean.mckewen@maryland.gov,
From: Edna Miller, Montgomery County resident since 2002, Condominium owner residing at 19317 Club House Road, Unit # 104, Montgomery Village, MD 20886

Subject: Testimony I updated after the public hearing regarding alternatives for the Mid County Highway (M-83)
A meeting held August 7, 2013 at Seneca Valley High School in Germantown, held by the Maryland Department of the Environment (MDE) & United States Army Corps of Engineers (USACE)

I would like to thank the people who managed the hearing. I found it well organized featuring a respectful system of time limit card warnings for each speaker during the meeting. A small suggestion, many had trouble seeing their script at the darkly lit microphone, which slowed many speakers down. A lighted podium for the public would make their presentations less tedious to listen to for you and remove an unintended obstacle for speakers, next time.

Did the Montgomery County bureaucracy start out on a false premise when applying for the 'Maryland Department of the Environment Permit' and the 'United States Army Corps of Engineers Permit'?

The application for these permits may contain an impediment, because it appears to rely on the validity of the defunct 'original Gaithersburg Master Plan,' by reference to it as their governing credential. The application assumes to reference the fifty years old original, which includes the governing credentials for the area west of Route 355. By using the original document as their governing credential in their application for permits from the MDE and the USACE, the County is over reaching to obtain permits to build one of the Alternatives 1, 2, 4, 8, or nine, for the development of a commercial road known as the M-83. This road plan is around and through the area east of Route 355. Their application contains a false premise, when it refers to this master plan as their legal governing credential. It may be presumptuous for the County bureaucracy to push the application for Permits ahead of the public vetting process for the 'proposed Gaithersburg East Master Plan'.

In fact, the County divided the 'original Gaithersburg Master Plan' into two areas a few years back. One area's document half now referred to as the 'Gaithersburg West Master Plan', serves as the governing credentials for development in the community to the west of Route 355. This documents vetting process received ample publicity and notoriety in developing commercial and residential density for the City of Gaithersburg. Recently the County bureaucracy delayed a scheduled vetting process for residents of the 'proposed Gaithersburg East Master Plan' area east of Route 355 waiting until 2014 to begin.

The bureaucracy may have overlooked compliance with due process for the 'proposed Gaithersburg East Master Plan', when they prepared these Permit applications. By the County bureaucracy assuming to reference the 'original Gaithersburg Master Plan' as the current governing document, and motivated to move the process forward they submitted their application for these Permits. Unfortunately, by referencing the defunct document in their application they have created a legal impediment. The County bureaucracy leaves the impression they did not want to wait for the appropriate validation of the new governing document for the Gaithersburg East Master Plan to complete the vetting process, before making their Permit application.

For the County to reference the 'original Gaithersburg Master Plan' in the application is a misnomer, because it is currently defunct due to the dynamic alteration made by the County without recourse. The 'proposed Gaithersburg East Master Plan' remains invalid as a governing credential for any Permit application. The vetting process has yet to occur by the County for the Gaithersburg East community, including Montgomery Village, for it to become a governing credential. This vetting process for the 'proposed Gaithersburg East Master Plan' clearly needs to occur before the County can apply for the Permits.

The County bureaucracy may have foolishly created this legal impediment by applying for the Permit too soon. The hearing on August 7, 2013 hosted by the 'Maryland Department of the Environment' & 'United States Army Corps of Engineers', is a vetting procedure of the application, which includes testimony giving reference to the 'original Gaithersburg Master Plan' as their governing credential under a presumption of compliance with due process by the applicant. The County does not appear to possess a legal governing credential in order to complete their application for the MDE and the USACE Permits. This legal impediment in the application is cause for the procedures and processes for both "Permitting" applications to stop, with public notice immediately.

Linda Miyoshi

healthyplum1@gmail.com

[Hide details](#)

To:



Date: August 3, 2013, 10:31 AM

This message may not have been sent by: healthyplum1@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.

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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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,

Linda Miyoshi
709 tanley rd
silver spring, MD 20904

olga Sotiriou

osotiri@yahoo.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 21, 2013, 10:39 PM

My husband and I purchased our home in Montgomery Village four years ago after moving from the midwest. We fell in love with the open green spaces, family centered community, walkable streets, and numerous amenities.

However, the changes proposed by the county for the M-83, Alternative 4, as well as Alternatives 8 & 9, threaten every aspect of Montgomery Village and its residents and will ultimately destroy a strong, energetic, and vibrant, community of Montgomery County, resulting in a disjointed, lowering property values and making a large part of Montgomery County UNDESIREABLE!

Alternative 4 in particular, was clearly cited to provide the least improvement to travel time and would have an impact on the greatest number of residential properties, traffic conflict points, like driveways, and historic properties. It also is the only option that is inconsistent with the transportation master plan.

It is also questionable that the build alternatives provide benefits sufficient to justify their expense and impact on the community. So in not even achieving the purpose and needs identified by the County, these alternatives will consume the funding that could be used to build transit projects that would improve conditions for residents.

What is the benefit of destroying communities and quality of life for communities in Montgomery County? There are numerous alternatives to already established roads, 355 for example, including public mass- transit alternatives. We need to be more forward in our thinking than reactive by destroying residences, communities, not to mention green spaces and creeks, and streams, for temporary relief.

The decision makers, engineers, designers, etc... involved in this process must do their due diligence to visit the spaces and communities at risk. Montgomery County elected officials need to take charge of County affairs and own the decisions that affect the citizens who voted them into office.

Sincerely,

Olga Moissakis

Montgomery Village resident

ergio Morales

parkourzombie@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 2:18 PM

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

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Signed,

Sergio Morales
11003 Grassy Knoll Terrace
Germantown, MD 20886

Ann Marie Moriarty

oldhouse@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 12:06 PM

Dear Mr. McKewen,

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Signed,

Ann Marie Moriarty
753 Silver Spring Ave.
Silver Spring, MD 20910

James Morlath

jmm397@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:31 AM

This message may not have been sent by: jmm397@gmail.com

Dear Mr. McKewen,

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Signed,

James Morlath
8715 first ave
Silver Spring, MD 20910



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

Fwd: MCS citizen inquiry

Sean McKewen <smckewen@pennswoods.net>

Thu, Jun 27, 2013 at 3:13 PM

To: sean.mckewen@maryland.gov

----- Original Message -----

Subject: MCS citizen inquiry

Date: Thu, 27 Jun 2013 17:35:12 +0000

From: Dinne, John J NAB <JOHN.J.DINNE@usace.army.mil>

To: Hwang, Gwo-Ruey (Greg) <Greg.Hwang@montgomerycountymd.gov>

CC: Paul Wettlaufer <pwettlaufer@rkk.com>, Sean McKewen <smckewen@pennswoods.net>

Greg,

I was contacted by Ms. Mary Ann Clark, Lake Forest Glen (301-330-3967). She lives on Travis View Ct and was curious about what the proposed project would mean for her property. She stated the stream is very close to her property and some common ownership property associated with the development (within 15 -20 feet) and out of bank flows can be very close to the property line during certain storm events. She read about the proposed stream mitigation and was curious if it would affect her property with additional out of bank flows and/or increased elevations. She could not identify her property on the project maps (including the mitigation location map). Is there any additional information we can provide her so she can better understand how close and what impact the project, especially the stream mitigation proposal, might have in the area of her property?

Thank you.

Jack Dinne

U.S. Army Corps of Engineers

Baltimore District, Regulatory Branch

410 962-6005

john.j.dinne@usace.army.mil

Amanda Muir

adnamaj66@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 11, 2013, 5:10 PM

Dear Messrs Dinne and McKewen;

We are writing to express our support for the Master Plan route, M-83, in order to complete the existing Midcounty Highway.

We live in the Midcounty Corridor area and on a daily basis have to cope with time consuming congestion on roads, ranging from our small rural rustic roads to I-270. We have lived here for five years and in that time seen a significant increase in traffic and accidents.

In the future we would hope to see one of the "21st century" transit systems in our area. But our current transportation problem is increasing now, and it is only becoming worse as time goes by.

We will always need an effective road system. Our daily life - work commutes, shopping, daycare, local bus services 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 area. Along with this there would be a decrease in traffic congestion associated with social, economic and environmental harm.

We understand that even after recent design changes there will be an environmental disturbance in completing M-83. Although this is always regretful, we feel this is outweighed by the benefits of an effective road system, allowing the large upcounty residential and commercial developments access to an improved and efficient transportation system. In any case, associated environmental disturbances have already taken place over the last several decades. With the completion of M-83 we feel the end result will be a net improvement in personal well being, economic health, and carbon dioxide emissions.

We are therefore asking you to proceed with the Master Plan, M-83, Alternative 9A.

Regards, Nick & Amanda Muir

9/19/13

Gmail - mcc captured (21)

9136 Goshen Valley Drive
Gaithersburg, MD

James Mullins

mullinsj@cua.edu

[Hide details](#)

To:



Date: August 4, 2013, 2:00 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,

James Mullins
9618 Brunett Ct
Silver Spring, MD 20901

Malcolm Munro

coachmunro@gmail.com

[Hide details](#)

To:



Date: August 6, 2013, 10:36 PM

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

Dear Mr. McKewen,

Dear Army Corps of Engineers, Maryland Department of the Environment, Montgomery County Department of Transportation, the County Executive, Montgomery County Council, Montgomery County Planning Board, and the EPA.

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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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,
Malcolm O. Munro

Malcolm Munro
10713 Autumn Leaf Place
Germantown, MD 20876

Linda Musselman

Linda_Musselman@msn.com

[Hide details](#)

To:



Date: August 6, 2013, 11:34 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,

Linda Musselman
1613 Tanyard Hill Road
Gaithersburg, MD 20879

Paul Nahay

pnahay@sprynet.com

[Hide details](#)

To:



Date: August 3, 2013, 8:14 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,

Paul Nahay
1013 Rosemere Ave.
Silver Spring, MD 20904

Evelyn Naranjo

naranjomomof5@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 4:07 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,

Evelyn Naranjo
4709 Rams Head Ct
Rockville, MD 20853

Amira Nassar

anassar13@gmail.com

[Hide details](#)

To:



Date: August 18, 2013, 12:50 PM

This message may not have been sent by: anassar13@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.

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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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.

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Signed,

Amira Nassar
20361 Watkins Meadow Drive
Germantown, MD 20876

Bob Nelson

bobnelson@outlook.com

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

Date: August 21, 2013, 5:35 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

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

My name is Robert Nelson and I am a resident of Goshen. I support the original Master Plan Route for the Mid-County Highway.

In the August 7 Gazette newspaper the lead story announces “Watkins Mill Project gets key funding: I-270 interchange to receive \$125 million from gas tax increase.” This headline highlights the confused state in which we find upcounty transportation and infrastructure planning. While the State of Maryland thinks that Watkins Mill Road is a major highway, MC-DOT removed Watkins Mill Road from consideration (Alternative #6) when 11 options were reduced to the current six alternatives. When completed the Watkins Mill interchange will dump interstate traffic on what MC-DOT apparently considers a residential street.

When Montgomery Village was built a half-century ago, the existing streets along the perimeter dating back many centuries were preserved as two-lane country roads. But the MC-DOT now considers these streets viable routing for the major mid-county highway and have proposed Alternative 4. They envision a four-lane divided highway which completely destroys the character of

the Goshen area. Goshen has been a very special part of Montgomery County history bordering on the Agricultural Reserve. Is a possible reason that Alternative 4 has been proposed is to open the Agricultural Reserve to major development?

As part of my career at NASA, I have performed trade-off studies. I find this trade-off study of the six alternatives very misleading. For example, a wrong assumption of this study is that a widened Goshen Road already exists when construction has never even begun. If one adds the cost of the Goshen Road widening to the estimate for Alternative 4, then it is clear that Alternative 4 is the most expensive option being proposed.

I find that the proposed cost of the Master Plan route is overly exaggerated. When the Inter-County Connector was built, destroyed wetlands were recreated. One of these wetlands is just around the corner from my home in Goshen Branch Stream Valley Park. The State of Maryland paid \$2.6 million to recreate 25 acres of wetlands and restore the banks of Goshen Branch. Thus the approximate cost of an acre of new wetlands was \$100,000. But MC-DOT has forced all options of the Mid-County Corridor study to impact less than an acre of wetlands. Thus the cost of avoiding impacting about 15 acres of wetlands could very well be \$150 million. What county planner would possibly select an option that would cost \$10 million to avoid impacting one acre of wetlands when the cost of recreating an acre of wetlands is \$100,000?

Development in our upcounty region has been predicated on having the Mid County Highway in place. The people of Goshen are horrified that MC-DOT would seriously consider Alternative 4 as an option for this highway. We want the Mid-County Highway built on the original Master Plan route. We don't need CIP projects for the widening of Snouffer School and Goshen Roads. We need to see the Mid-County Highway construction funding immediately added to the Capital Improvement Program. Let's delay funding for the Public Safety Training Academy relocation and fast-track the construction of the Mid-County Highway. I urge you to keep the promises made to county residents in the Master Plans.

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

Sincerely,

Robert Nelson
22104 Goshen School Road
Gaithersburg, MD 20882-1404

From: Kimberly Nugent [mailto:kim@rent4u.us]

Sent: Thursday, August 01, 2013 10:53 PM

To: mde.webmaster@maryland.gov; DPWT Outreach; Director DPWT; DTE DESIGN; Ike Leggett; Montgomery County Council; MCP-Chair@mncppc-mc.org

Subject: About M-83 options. My preference is alternative 2, please read why. Thanks

These are the many reasons I support Alternative 2, please review and encourage your organization to STRONGLY support this alternative. Thank you

I believe new road construction is a short term solution - whereas greater use of buses, trains, metro, carpooling - and influencing smart selection of home locations nearer to work and other locations of import are long term and ultimately less costly financially and environmentally. We have limited financial resources in the county and other expenditures which could have a greater return for our quality of life. We also preserve the financial stability of our county by investing what we have and what we don't yet have - wisely.

It is unjust to increase traffic in our HOUSING areas for passer's through on their way to work or shop in COMMERCIAL areas. The solution to their needs should be served by highways like I-270, 355, or by Bus, Train, and Metro. Even by Carpool!

If new highways were built through communities, the residents would be forced to sacrifice the very things that brought them there. For the following reasons and more, they want to or need to stay and want to enjoy things as they are.

+ Children in schools

+ Impossibility for some to attain another mortgage or get approval for a different rental due to job loss or drop in income.

+ Own property that would only sell at a loss

+ Have a lower rent rate based on long tenancy than is available anywhere else

+ Jobs or retired parents or children or grandchildren they want to stay near

+ A long history with where they live and their neighbors - that cannot be replaced

It is unnecessary to make so many undergo these and more sacrifices to shorten the DRIVE time for others.

The sacrifices don't end with the housing communities. All of us and much wildlife would be negatively affected by the impact of most M-83 alternatives 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.

The only acceptable alternative proposed appears to me to be Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. With the money saved over the more costly alternatives - we could implement the Rapid Transit System to connect Clarksburg to the rest of the County and invest in reducing the congestion problem rather than just treating it. To achieve reduction of the problem, we can invest over time as our county budget permits in:

+ Overall greater use of and access to mass transit.

+ Increasing convenience (more stops and routes with greater reliability), comfort (air conditioning, heat, places to wait out of the elements), real time information about times and stops, ease (help carpoolers connect with each other),

+ Adding walking and biking paths as well as lights and emergency call posts to increase safety after dark.

+ Spreading the word about all that is done relative to the above and help folks who could use mass transit know it and know how

+ Smarter planning. Public administration buildings, libraries, schools, and community centers, even churches, etc. along bus lines or with bus lines planned by them could be constructed, or influenced or have

add multi-purpose air-conditioned/ heated space with seating, restrooms, and security cameras for commuters to wait for transit. These spaces would then be available for other uses when commuting is lower on weekends and holidays (space could be used for community events/ public meetings/ church services/ etc.) or in emergencies (space could be used for emergency shelter). Some such places with careful logistics could be night time shelters for homeless. They might even be able to clean the space every evening before settling for the night by rolling bunk beds out of locked storage or other.

+ Influencing more business offerings of smart trip cards etc. with pre-tax dollars.

Signed, Kimberly Nugent

Lauraleen O'Connor

lauraileen@aol.com

[Hide details](#)

To:



Date: August 7, 2013, 8:13 AM

Dear Mr. McKewen,

I totally reject the building of M83 Midcounty Highway Extended. It will not only cut through the fragile ecosystem directly behind my house, but will also adversely affect the lives of me, my neighbors, and to th school children who attend Watkins Mill Elementary School! There are other sound options so why are you considering this unsound one?

I urge you to reject the permit application for M83. 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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Signed,

Lauraleen O'Connor
Senior Meteorologist/Engineer

Lauraleen O'Connor
1629 Tanyard Hill Rd
Gaithersburg, MD 20879

Jeffrey Oltchick

oltchickj@aol.com

[Hide details](#)

To:



Date: August 8, 2013, 6:33 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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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,

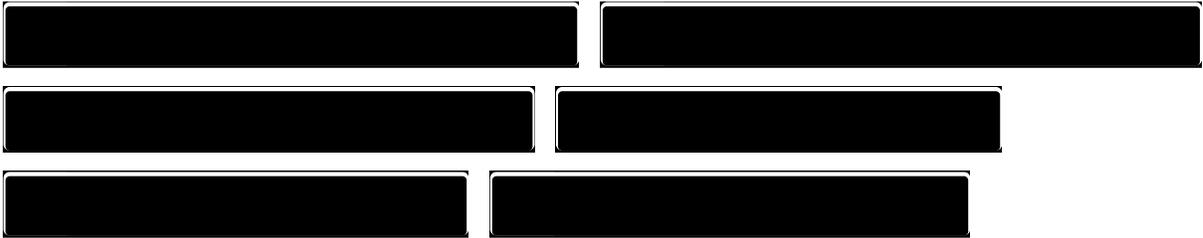
Jeffrey Oltchick
11002 Cross Laurel Drive
Germantown, MD 20876

Don O'Neill

oneilldon@aol.com

[Hide details](#)

To:



Date: August 13, 2013, 10:11 AM

August 13, 2013

SUBJECT: M83 Position

A. SUPPORT M83 ALTERNATIVE 1 OR 2

I favor M83 Alternative 1 or 2.

B. OPPOSE M83 ALTERNATIVE 8 AND 9

The State of Maryland imposed projects include the infusion of \$125M in state funds for the Watkins Mill Interchange and Senator Nancy King's \$250,000 sports toilet approved despite opposition for South Valley Park. Both of these interact badly with M83 Alternatives 8 and 9.

C. OPPOSE M83 ALTERNATIVE 5

Alternative 5 brings with it the negatives associated with traffic, health, and quality of life with the difference being that the impact is to Gaithersburg not Montgomery Village. A responsible position would not have included Alternative 5. At a cost of \$120M and requiring an amendment to the Master Plan, Alternative 5 impacts 92 residential properties, impacts 82 businesses, and displaces 3 businesses. The Watkins Mill Interchange interacts substantially with Alternative 5.

D. OPPOSE M83 ALTERNATIVE 4

Alternative 4 presents the least travel time improvement, the highest

number of conflict points, the highest residential properties impacted, the highest historic properties affected, and is not consistent with the Master Plan. We need to focus on the Environmental Regulatory Agencies whose influence is dominating what alternatives are acceptable, what alternatives must be included, and the criteria used to reason about the alternatives. Specifically it is the U.S. Army Corps of Engineers that has demanded the inclusion of Alt 4 Mod Goshen-Brink- etc and retains sole authority to issue the project's construction permits. What standing do these agencies have to dictate to our community? These agencies tinker with the quality of life in Montgomery County from places like Philadelphia and Baltimore and though invited by MCDOT did not show up at the public hearing These people have no standing on the issues important to our community. Montgomery County elected officials need to take charge of County affairs and own the decisions that affect the citizens who voted them into office. For starters, Montgomery County should push back on these agencies, toss out Alternative 4 now, and remove the Sword of Damocles dangling over our community so the people most affected can have a life and not be held hostage until mid-2013 when the preferred alternative is selected.

Don O'Neill
Montgomery Village

Jim Orban

jim.orban@comcast.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 19, 2013, 5:32 PM

Dear Mr. Dinne and Mr. McKewen;

Thank you for arranging the hearing on August 7th. I was in attendance but had to leave before I was able to make a statement, and I appreciate this opportunity to do so electronically.

I have lived in Montgomery County since 1961 and in Montgomery Village since 1982. My neighborhood is North Village, the section bounded by Wightman Road, Goshen Road and Warfield Road. I am a proud graduate of our University of Maryland (Go Terps!), where I earned a degree in Fish and Wildlife Management. I am a lover of the outdoors, a supporter of the Izaak Walton League of America and am an Eagle Scout as well as a former Scoutmaster of BSA Troop 207 of Gaithersburg, Maryland. All of this is to say that I believe I have at least as good a grasp on the many nuanced issues involved in this pending decision as any of the speakers I heard on the 7th who were perhaps well-intentioned but mis- or under-informed.

After studying the various options, it seems obvious to me that the best way to address present and future traffic needs while protecting the environment is to implement Alternative 9A.

It was apparent that many people present at the hearing do not have an understanding of the resilience of forests and wetlands to return to their natural state after being disturbed, whether due to natural or man-made phenomena. After reading the materials made available to us, I am convinced that the impact to parkland and wildlife from the construction will be minimal and temporary, and the plans for mitigation and restoration will be sufficient.

Many people call themselves proponents of "smart growth", but often this is a euphemism for "no growth". I am a proponent of "smart use", and as an avid outdoorsman, jogger, hiker and biker, I am looking forward to being able to jog or ride alongside the completed portion of Midcounty Highway when construction is completed. (Perhaps the name should be "Midcounty Parkway" between Ridge Road and Montgomery Village Avenue rather than "Highway".) This roadway will open up a beautiful section of parkland and make it accessible to many people who otherwise would never have that chance. I'm also pleased that it will improve access from Montgomery Village to Germantown via the planned intersection with Middlebrook Road, which now abruptly ends at the woods.

In summary, after studying the various proposed solutions, it is my unequivocal conclusion that the only viable one is **Alternative 9a**, so I strongly urge you to adopt Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options.

Sincerely,

James Orban
20601 DuBois Court

Montgomery Village, Maryland 20886

jesse paledofsky

jessepal1@aol.com

[Hide details](#)

To:



Date: August 1, 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.

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,

jesse paledofsky

jesse

silver spring, MD 20910



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

Comments on and Objections to M-83

Patricia King <patbking@comcast.net>

Fri, Jul 12, 2013 at 10:42 AM

To: sean.mckewen@maryland.gov, John.J.Dinne@usace.army.mil,
John.J.Dinne@nab02.usace.army.mil

Gentlemen:

I respectfully request that my comments below be taken into consideration in respect to the Midcounty Corridor Study:

(1) Building M-83 (Midcounty Highway Extended) will result in extensive loss of wetlands, woodlands, lowering of property values of existing homes and the expenditure of money which the county simply does not have;

(2) The study of alternatives by the DOT was not a valid and honest one. The DOT intentionally over-engineered Alt. 4 making it so outrageous as to take it out of serious consideration as a possible alternative;

(3) No calculations were made of the effects of doing any combination of alternatives to M-83.

Until such time that a genuine consideration of alternatives has been done and the DOT has honestly evaluated possible combinations of alternatives, no permit should be issued.

Thank you for your consideration of my comments and objections.

Pat King
10632 Seneca Spring Way
Montgomery Village, MD

Connor Peace

cwpeace@gmail.com

[Hide details](#)

To:



Date: August 1, 2013, 10:14 PM

This message may not have been sent by: cwpeace@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.

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.

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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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,

Connor Peace
9545 Duffer Way
Montgomery Village, MD 20886

Edward Pfister

epfister@comcast.net

[Hide details](#)

To:



Date: August 7, 2013, 3:17 PM

Dear Mr. McKewen,

Due to the many health and environmental concerns 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.

In my review of the environmental documents I read about impacts but there was no discussion of adverse health outcomes especially on impact vulnerable school children.

Another 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,

Edward Pfister
10717 Seneca Spring Way
Montgomery Village, MD 20886

Dena Picken

dpicken44@verizon.net

[Hide details](#)

To:



Date: August 1, 2013, 6:13 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,

Dena Picken
Northwood Ave
Silver Spring, MD 20901