

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:30 PM
To: Linda_Musselman@msn.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Linda Musselman [<mailto:Linda.Musselman@msn.com>]
Sent: Tuesday, August 06, 2013 11:35 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.

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.

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,

Linda Musselman
1613 Tanyard Hill Road
Gaithersburg, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:29 PM
To: minisabba@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: wenlei zhu [<mailto:minisabba@hotmail.com>]
Sent: Tuesday, August 06, 2013 11:24 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.

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.

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,

wenlei zhu
221 high timber ct
gaithersburg, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:29 PM
To: cbb49@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: P. Carol Bullard-Bates [<mailto:cbb49@aol.com>]
Sent: Monday, August 05, 2013 3:16 PM
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.

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.

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,

P. Carol Bullard-Bates
10702 Lombardy Rd
Silver Spring, MD 20901

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:38 PM
To: durkins8@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Anna Durkin [<mailto:durkins8@verizon.net>]
Sent: Wednesday, August 07, 2013 11:12 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.

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.

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,
Anna Durkin

Anna Durkin
10708 Risingdale Court
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:35 PM
To: jane_3005@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Yevgeniya Chugunova [mailto:jane_3005@yahoo.com]
Sent: Wednesday, August 07, 2013 10:07 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.

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.

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,

Yevgeniya Chugunova
19217 Gatlin drive
Gaithersburg, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:35 PM
To: saccomaryanne@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Maryanne Sacco [<mailto:sacomaryanne@gmail.com>]
Sent: Wednesday, August 07, 2013 10:12 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.

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.

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,

Maryanne Sacco
111 Kestrel Ct
Gaithersburg, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:36 PM
To: mark@blrholdingsinc.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Mark Weikert [<mailto:mark@blrholdingsinc.com>]
Sent: Wednesday, August 07, 2013 10:16 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.

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.

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,

Mark Weikert
20501 Watkins Meadow Drive
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:36 PM
To: igor1409@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Igor Chugunov [<mailto:igor1409@yahoo.com>]
Sent: Wednesday, August 07, 2013 10:26 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.

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.

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,

Igor Chugunov
19217 Gatlin Drive
Gaithersburg, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:36 PM
To: Mary
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Mary [mailto:marypanders@gmail.com]
Sent: Monday, August 12, 2013 5:32 PM
To: Ike Leggett
Cc: <john.j.dinne@usace.army.mil>; <sean.mckewen@maryland.gov>
Subject: Re: Reject M83 (Midcounty Highway Extended)

Thank you and we are counting on you to do the right thing by rejecting M83!

Please don't let us down, we implore you!
Mary Anders

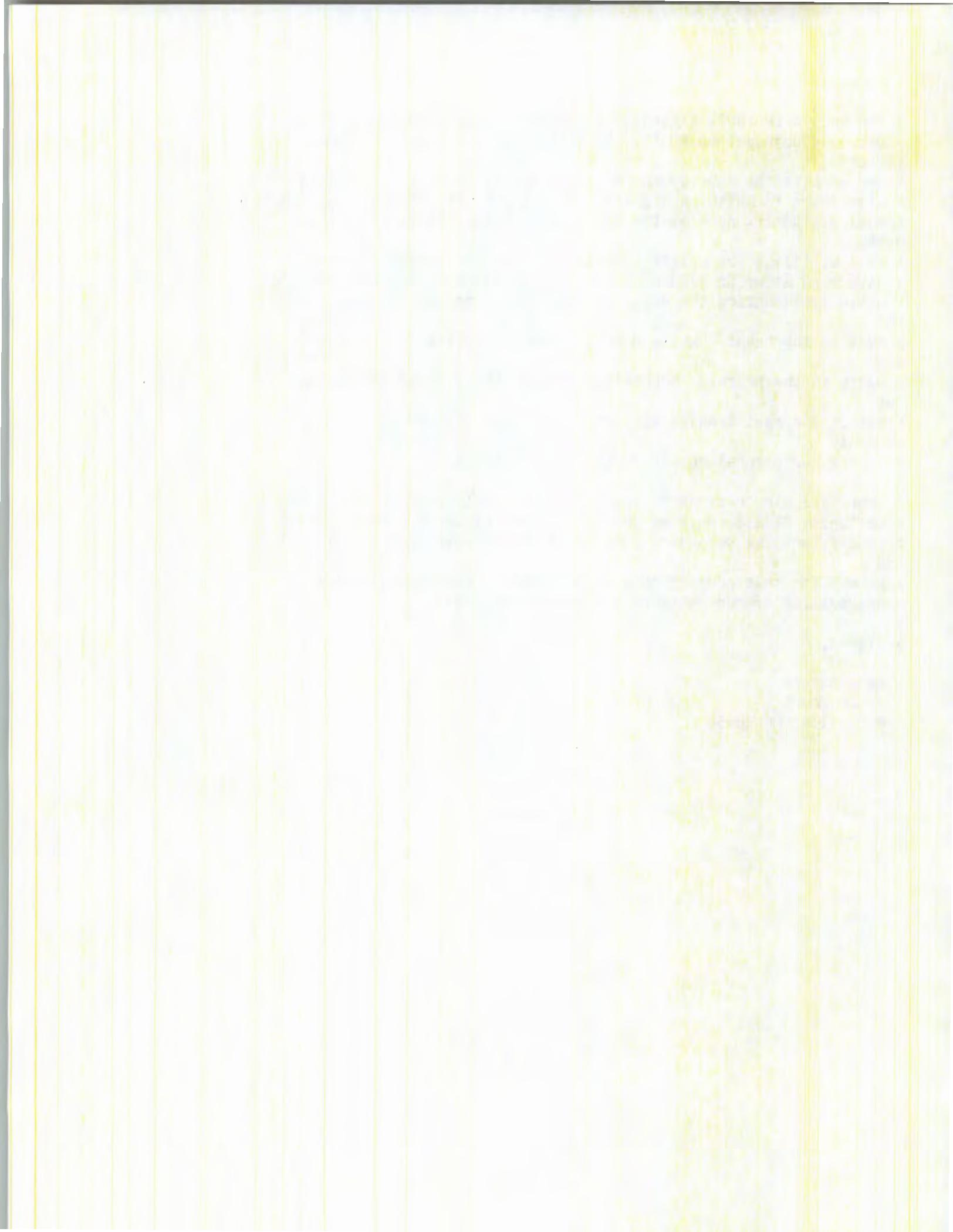
Sent from my iPhone

On Aug 12, 2013, at 4:59 PM, "Ike Leggett"
<Ike.Leggett@montgomerycountymd.gov> wrote:

- > Thank you for your feedback on the Midcounty Corridor Study (MCS).
- > Public participation is a vital part of the transportation planning process.
- >
- > By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.
- >
- > Montgomery County Department of Transportation (MCDOT) is committed to

> public involvement and will continue to engage you and your community
> as
> the study progresses. Should have any specific questions, please feel
> free to contact Mr. Greg Hwang, Project Manager, for the Midcounty
> Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.
>
> Sincerely,
>
> Isiah Leggett
> County Executive
>
>
> -----Original Message-----
> From: mary anders [mailto:marypanders@gmail.com]
> Sent: Friday, August 02, 2013 9:48 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.
>
> 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.
>
> 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 anders
> 4 Guy Court
> Rockville, MD 20850



Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:35 PM
To: deb.bell83@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Deborah Bell [<mailto:deb.bell83@gmail.com>]
Sent: Wednesday, August 07, 2013 9:06 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.

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.

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,

Deborah J. Bell

Deborah Bell
19915 knollcross drive
germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:35 PM
To: cray@rabcospecks.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Cameron Ray [<mailto:cray@rabcospecks.com>]
Sent: Wednesday, August 07, 2013 9:21 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.

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.

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,

Cameron Ray
20300 Sandsfield Terrace
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:35 PM
To: ebarbehenn@citizen.org
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Elizabeth Barbehenn [<mailto:ebarbehenn@citizen.org>]
Sent: Wednesday, August 07, 2013 8:32 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.

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.

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,

Elizabeth Barbehenn
8208 Thoreau Dr
Bethesda, MD 20817

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:34 PM
To: andysarno@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Andrew Sarno [<mailto:andysarno@comcast.net>]
Sent: Wednesday, August 07, 2013 8:23 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.

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.

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,

Andrew Sarno
20332 Watkins Meadow Drive
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:34 PM
To: lonniejlee@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Lonnie Lee [<mailto:lonniejlee@comcast.net>]
Sent: Tuesday, August 06, 2013 11:50 PM
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.

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.

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,

Lonnie Lee
1304 Cresthaven Dr.
Silver spring, MD 20903

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:34 PM
To: pb_herrmann@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Paul Herrmann [mailto:pb_herrmann@yahoo.com]
Sent: Wednesday, August 07, 2013 7:57 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.

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.

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,

Paul Herrmann
Misty Moon Pl
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:46 PM
To: psaether@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Pat Saether [<mailto:psaether@comcast.net>]
Sent: Thursday, August 08, 2013 5:41 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

I live on Game Preserve Road in Gaithersburg and do not want a highway in my backyard.

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.

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,

Pat Saether

Pat Saether
10812 Game Preserve Rd
Gaithersburg, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:45 PM
To: joel_iams@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Joel Iams [mailto:joel_iams@yahoo.com]
Sent: Thursday, August 08, 2013 2:33 PM
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.

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.

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,

Joel Iams
Sligo Creek Pkwy
Silver Spring, MD 20901

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:44 PM
To: oltchickj@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Jeffrey Oltchick [<mailto:oltchickj@aol.com>]
Sent: Thursday, August 08, 2013 6:34 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.

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.

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,

Jeffrey Oltchick
11002 Cross Laurel Drive
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:45 PM
To: pdebias@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Peppi DeBiaso [<mailto:pdebias@verizon.net>]
Sent: Thursday, August 08, 2013 2:30 PM
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.

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.

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,

Peppi DeBiaso

Peppi DeBiaso
10704 misty moon place
germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:45 PM
To: francesca.debiaso@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Francesca DeBiaso [<mailto:francesca.debiaso@gmail.com>]
Sent: Thursday, August 08, 2013 11:53 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.

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.

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,

Francesca DeBiaso
Misty Moon Place
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:42 PM
To: contact@redaphid.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Brian Judy [<mailto:contact@redaphid.com>]
Sent: Wednesday, August 07, 2013 9:21 PM
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.

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.

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,

Brian Judy
10428 Kardwright Ct
Montgomery Village, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:42 PM
To: Rojoda417@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Rochelle Baker [<mailto:Rojoda417@yahoo.com>]
Sent: Wednesday, August 07, 2013 11:01 PM
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.

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.

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,

Rochelle Baker
20301 Sandsfield Ter
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:41 PM
To: Bernsteinlori@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Lori Bernstein [<mailto:Bernsteinlori@hotmail.com>]
Sent: Wednesday, August 07, 2013 8:51 PM
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.

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.

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,

Lori Bernstein
9965 lake landing rd
Montgomery Village, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:40 PM
To: ramyabhagavan69@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Ramya Bhagavan [<mailto:ramyabhagavan69@gmail.com>]
Sent: Wednesday, August 07, 2013 6:37 PM
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.

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.

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.

Ramya Bhagavan
11147 Yellow Leaf Way
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:39 PM
To: jean.whitman@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Jean Whitman [<mailto:jean.whitman@comcast.net>]
Sent: Wednesday, August 07, 2013 12:57 PM
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.

The most pressing issue for the 7 August 2013 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 is clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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

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

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,
Jean A. Whitman

Jean Whitman
20218 Grazing Way
Montgomery Village, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:39 PM
To: mwmcem@msn.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Maureen Matkovich [<mailto:mwmcem@msn.com>]
Sent: Wednesday, August 07, 2013 3:51 PM
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.

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.

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.

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:40 PM
To: Memphissskye@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Michele Weikert [<mailto:Memphissskye@verizon.net>]
Sent: Wednesday, August 07, 2013 6:09 PM
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.

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.

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,

Michele Weikert
Watkins Meadow Drive
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:39 PM
To: maryjane@sioks.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Mary Jane Siok [<mailto:maryjane@sioks.com>]
Sent: Wednesday, August 07, 2013 3:45 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

Please reject the permit application for M83, the Mid-county Highway Extended. This 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, trucks 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, storm water 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 Jane Siok
10717 Autumn Leaf Place
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:40 PM
To: Jrniller24@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Dick Miller [<mailto:Jrniller24@verizon.net>]
Sent: Wednesday, August 07, 2013 5:19 PM
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.

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.

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,

Dick Miller
20464 Watkins Meadow dr
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:38 PM
To: kurtiwla@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Kurt Feldmann [<mailto:kurtiwla@aol.com>]
Sent: Wednesday, August 07, 2013 10:38 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.

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.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,

Kurt Feldmann
20432 Watkins Meadow Drive
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:37 PM
To: shelcat1121@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Sharon Feldmann [<mailto:shelcat1121@aol.com>]
Sent: Wednesday, August 07, 2013 10:35 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.

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.

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,

Sharon Feldmann
20432 Watkins Meadow Drive
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:38 PM
To: TAME Coalition
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: testimony for M-83 Environmental Hearing

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: TAME Coalition [<mailto:tamecoalition@gmail.com>]
Sent: Wednesday, August 07, 2013 12:04 PM
To: TAME Coalition
Subject: testimony for M-83 Environmental Hearing

Joint Public Hearing for the Midcounty Corridor Study,
For US Army Corps of Engineers and Maryland Dept of Environment
August 7, 2013 in Germantown, Maryland .

My name is Margaret Schoap, TAME Coalition, from Germantown. I want to thank the U. S. Army Corps of Engineers (COE) and Maryland Department of the Environment (MDE) for your efforts here tonight to protect the sensitive, high biodiversity area in the upper reaches of the Seneca Creek stream valley and wetlands. And I am grateful for the work done by McDOT and their consultants in the Midcounty Corridor Study to define the impacts of the proposed highway on plant and animal life and water quality in the forests and stream valleys that would be lost or degraded.

The Draft Environmental Effects Report (EER), which we are addressing tonight, falls short of being an adequate base on which to allow this project to be granted the allusive wetlands permit.

The environmental impacts are why we are here tonight, and are the primary reason not to allow M-83 to be constructed. In spite of many assurances of "mitigation", impacts from major construction simply cannot be mitigated. To bisect parkland with a six-lane swath for a highway will essentially eliminate the park. Disruption of wildlife habitats, introduction of air and water contaminants to the creek and high--biodiversity areas, elimination of mature forest canopy, noise elevation and visual impacts; these things cannot be mitigated. Specifically, the claimed 0.87 acre wetland impact for a bridge over Dayspring Creek seems inaccurate and disingenuous. This figure ignores the additional construction impacts (i.e. equipment access roads and tree removal) which will place enormous levels of fill into streams and wetlands, all along the proposed route.

The Draft EER fails to consider alternatives which would combine Alternative 2 Transportation Management Strategies, with selected improvements to existing roads, and adding innovative transit possibilities. The Draft EER only seriously considered road alternatives which naturally favored a result of a new highway. In this massive 1000+ page Draft EER document, mass transit is given 1 ¼ pages of token inclusion. It is not seriously explored as an alternative, as required by NEPA.

The TAME Coalition believes that you must reject this application for wetlands and other permits. Montgomery County should not follow up with further study of the road option, but rather with the development of a 21st Century transportation plan. We support eliminating M-83 from the Master Plan of Highways and implementing multiple, viable, and available transportation solutions in its place.

Respectfully submitted,

Margaret Schoap

Organizer for

Coalition for Transit Alternatives to Mid-County Highway Extended (TAME)
<<http://tamecoalition.blogspot.com/>>

see our TAME Coalition Blog <<http://tamecoalition.blogspot.com/>>

240-581-0518

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:41 PM
To: Jolie Dobre
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Public Hearing on the Midcounty Corridor Study

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

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

Dear Mr. Leggett,

I am strongly opposed to Alternative 4 Modified. It is completely incompatible with the Master that are the basis for our community development. It is located well outside the

central transportation corridor area it is supposed to support. Passing through an area of long established residential areas with many individual driveways and multiple intersecting roads increases the gridlock and affects safety. This in turn generates excessive air pollution and carbon dioxide emissions.

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

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

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

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

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

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

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

Sincerely,

Ginel & Jolie Dobre

21405 Davis Mill Rd

Germantown, MD 20876

✓

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:42 PM
To: Robert Goldberg
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Comments on Mid-County Corridor Study

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Robert Goldberg [<mailto:r.n.goldberg@att.net>]
Sent: Thursday, August 08, 2013 6:03 AM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett; Navarro's Office, Councilmember; Andrews's Office, Councilmember; Floreen's Office, Councilmember; Elrich's Office, Councilmember; Leventhal's Office, Councilmember; Berliner's Office, Councilmember; Rice's Office, Councilmember; Riemer's Office, Councilmember; Ervin's Office, Councilmember
Subject: Comments on Mid-County Corridor Study

August 8, 2013

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

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

Dear Mr. Dinne and Mr. McKewen:

I am opposed to Alternative 4 (widening Brink and Wightman Roads) and Alternative 9D (cuts through the Montgomery County Agricultural Reserve and severely impacts homes on Brink Road). Alternative 4 would devastate existing communities and do nothing to improve overall traffic flow. These facts are well established by the Mid-County Corridor Study.

Alternative 9D would devastate a very beautiful part of the Montgomery County Agricultural Reserve. The Reserve has been set aside for agricultural use by well-established public policy, by contributions by the County in the form of transfer development rights (TDRs), and by increased density (made possible by the TDRs) in many parts of the County. The use of Agricultural Reserve land for a road would set a poor precedent. Also, Alternative 9D has no advantage over Alternative 9A, the original Master Planned road.

Re: Master Plans. A neighbor's home on Brink Road would be taken if Alternative 9D were adopted and built. Even if the road is not built, their home would be very significantly reduced in value by the selection of Alternative 9D. Citizens rely on Master Plans when they purchase their homes - and my neighbors consulted the Master Plan prior to the purchase of their home. In so far as one's home is often the single largest investment for many citizens, it is poor public policy and very unfair to disregard Master Plans and to make major changes in them in the absence of a compelling public interest.

I have several thoughts on matters that could make a significant difference in how Montgomery traffic moves and there are several questions that need to be answered.

Will keeping a road(s) on the master plan allow for additional development? If the answer to this question is "YES", then I believe that no road(s) should be kept on the Master Plan. The reason for this conclusion is that it is highly unlikely that any road will be constructed within the next 10 to 15 years. And keeping a road on the Master Plan would only allow additional development which, in turn would lead to increased traffic. However, if the answer to this question is "NO", then it makes sense to keep Alternative 9A in place if, and only if, the answer to the next question is "YES".

Re: the original master plan route 9A. It is not clear what will happen to the traffic that arrives at the south terminus of 9A, i.e., when it intersects with Montgomery Village Avenue. Will the existing traffic jams on routes 355 and 27 be "relieved" by new traffic jams on Montgomery Village Avenue, the MidCounty Highway, and Shady Grove Road? If this is the case, it makes no sense to speed up traffic flow on one road and then have traffic stalled on the connecting roads. A critical question is: Will overall traffic flow be significantly improved by construction of a new road? This question can and should be answered quantitatively by using appropriate traffic flow models. And if the answer to this question is a clear "YES", then I support keeping Alternative 9A in place as the Master Planned route. Otherwise, all Alternatives 9 (9A and 9D) as well as Alternative 4 should be removed from the Mater Plan.

Some additional thoughts follow. It is clear to anyone that our roads are adequate except during rush hour. During rush hour, I observe that the majority of vehicles are occupied by a single person, i.e., the driver. Clearly, if car-pooling could be encouraged and made easier, the number of cars on the road during rush hour could easily shrink by a factor of two. And this would make a huge difference in the rush hour traffic situation. Telecommuting and staggered hours would also have a significant impact on the number of cars on the road.

The worst traffic problems occur when accidents happen. On this basis, it is imperative that reckless drivers be taken off the road. This will require increased enforcement of traffic violations. However, in many cases, I have observed that congestion is caused when the police have stopped a vehicle for a traffic violation and block a traffic lane to write a ticket. Can the police ticket drivers without obstructing traffic flow?

What technology can we expect over the next 10 to 15 years that would improve traffic flow? For example, if every car were equipped with near instantaneous traffic flow information, drivers, using their intelligent GPS units, could choose a route that would minimize travel time and improve overall traffic flow. Also, additional optimization of stop lights would help with traffic flow.

Finally, can effective public transportation be implemented within a reasonable time frame (3 to 15 years)? Would public transportation allow a citizen living in Clarksburg to be able to

travel from his/her home to Shady Grove Metro in comparable or less time than driving in his/her car? Can the MARC line be expanded to allow for improved (cost and additional scheduled times) travel from upcounty to Washington, DC? I appreciate the very high cost of extending the Metro to Clarksburg and, perhaps, Frederick. However, this cost needs to be compared with the cost of not doing it and the fact that the need to do it may eventually be inevitable.

I, personally, believe it likely that the combination of technology, public transportation, and other measures (see above) will alleviate the need to build most new, major highways.

I also appreciate that traffic and roads are complex matters and that intelligent decisions will require the consideration of ALL options, the use of the best mathematical models to predict overall traffic flow, and some good projections as to what the future could bring.

Sincerely,

Robert N. Goldberg

Robert N. Goldberg
21404 Davis Mill Road
Germantown, MD 20876

Telephone: 1-301-975-2584

E-mail: robert.goldberg@nist.gov

cc:

Mr. Greg Hwang

Montgomery County Executive, Dr. Isiah Leggett

Montgomery County Council

--

Robert N. Goldberg 21404 Davis Mill Road Germantown, MD 20876 U.S.A. telephone: 1-301-540-2915 e-mail: r.n.goldberg@att.net

✓

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:45 PM
To: Neil Lerner
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Written Testimony Regarding Transportation Safety Issues Surrounding Alternative 4

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Neil Lerner [<mailto:neil.lerner@gmail.com>]
Sent: Thursday, August 08, 2013 10:18 AM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: Ike Leggett; Montgomery County Council; Hwang, Gwo-Ruey (Greg)
Subject: Written Testimony Regarding Transportation Safety Issues Surrounding Alternative 4

Thank you for the opportunity to provide testimony.

Sincerely,

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:45 PM
To: Jane Hatch
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Testimony on Alternative 4 of the Midcounty Highway Study

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Jane Hatch [<mailto:janelhatch@gmail.com>]
Sent: Thursday, August 08, 2013 10:34 AM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: Ike Leggett; Montgomery County Council; Hwang, Gwo-Ruey (Greg)
Subject: Testimony on Alternative 4 of the Midcounty Highway Study

I am enclosing for your review the testimony of the Northgate Homes Corporation regarding Alternative 4. Northgate represents 1149 households of more than 3000 people, directly impacted by Alternative 4.

Thank you for the opportunity to testify.

Jane Hatch
President
Northgate Homes Corporation

--

JaneLHatch@gmail.com

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:34 PM
To: Way Wan
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Mid-County Highway Expansion Concerns (Alternative 4 Modified)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Way Wan [<mailto:way.wan@comcast.net>]
Sent: Wednesday, August 07, 2013 7:48 AM
To: Ike Leggett; Berliner's Office, Councilmember; Andrews'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
Cc: Hwang, Gwo-Ruey (Greg); john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Subject: Mid-County Highway Expansion Concerns (Alternative 4 Modified)

Hello,

Our family has grave concerns with the proposed Alternative 4 Modified plan. We are new home owners off of Brink Road and what brought us to this area was the perceived safety and beauty of the area. With three small children living off of Brink Road, safety is our priority. With the proposed Alternative 4 Modified plan, it would widen Brink Road by taking our land and making the road closer to where our young children play. This is unacceptable.

Additionally, children will have to cross a major highway to go on school buses. The air pollution as a result of the significant traffic that will be generated by small and large vehicles will no doubt affect our children's quality of life.

Montgomery County has always led the state of Maryland in innovation and imagination. If our best plans include taking our mothers' and fathers' homes, our daughters', sons' and neighbors' land then we have failed our community.

The County Executive and Council members would have failed because such a plan was approved. The US Army Corps of Engineers and Maryland Department of the Environment would have failed for proposing such a plan. And county citizens would have failed for not doing enough to stop the plan from becoming reality. We can do better.

In reviewing the various Alternatives for consideration, it would appear that Alternative 9, Option A would be the plan that has the least amount of interference to individual lives, while aligning with the Master Planned M-83. However, we urge county leaders to also consider the no-build Alternative 1 and devise a more green transportation strategy that reduces our carbon footprint in our communities

However, if Alternative 4 or any other variations to expand Brink Road now or in the future, we formally request that a high retaining wall be erected on the Cog Wheel Way side of Brink Road that stretches between Cog Wheel Way and Kaul Lane.

Regards,

The Wan Family

21013 Cog Wheel Lane

Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:31 PM
To: GJM
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Public Hearing on Mid County Highway with US Corp of Engineers and MD Department of Environment

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

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

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:33 PM
To: Al & Carol
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Please Approve M-83

From: Al & Carol [<mailto:secen@verizon.net>]
Sent: Tuesday, August 06, 2013 9:47 PM
To: Ike Leggett
Subject: Please Approve M-83

Dear Mr. Leggett,

I am writing to urge you to STICK TO THE PLAN and build out the M-83 thruway along the route that has been on the Master Plan for 50 years.

Property owners in upper Montgomery County are very concerned. Traffic is increasing annually and we are tired of the noise and heavy traffic on our neighborhood roads. We have long awaited the construction of the promised M-83 thruway that would relieve the congestion. Instead, we upper county residents are preparing to fight for our property rights and feeling that the county council may be reluctant to follow through on its long-standing promise.

I live along Brink road in Germantown and most of my neighbors and I are quite alarmed at some of the plans being put forth by the county for widening Brink road to be four lanes and funneling Clarksburg traffic through our neighborhood.

I purchased property where I did for many reasons: the schools, the taxes, and the fact that the road was a declared rural road that would stay rural. My (and my neighbors) alarm was raised when we realized that the county was looking for alternate routes for a planned thoroughfare through our neighborhood rather than along the already county-owned M-83 right-of-way. As M-83 had been the declared plan for the past 50 years, we were collectively caught off guard when we learned that the county was considering renegeing on the promise of building where they said they were going to build.

Studies have been done and planning meetings conducted, but to my knowledge, a satisfactory reason why the county would even consider NOT building where they have planned to build for the past several decades has never been offered. There has been some discussion about wetlands, and standing trees, and while I'm gratified that the county leadership doesn't haphazardly approve destructive building projects, I am dismayed that they are considering injuring their constituents financially and psychologically to protect land that is now and always was planned for a thruway.

We along Brink road are on well and septic systems that will be altered and in some cases destroyed because of these plans. Not to mention that the access onto Brink road (already challenging) will become impossible for the cross streets, let alone my poor neighbors whose driveways are directly off the road.

But I am actually concerned that the cost will actually be much more if widening Brink Road is selected. My reasoning is (I believe) a jolt of reality to the theoretical numbers I see proposed for anything other than M-83.

If the decision to build sacrifices Brink Road, you must believe that lawsuits will ensue. And while most people are aware of the power of the state in exercising Eminent Domain, it will surely come out that the county is attempting to seize home owners property for a thruway where the county already owns a reserved right away. While no one can predict the future, I must believe that a good attorney can make hay with that.

My point being, does the cost to construct the Brink road expansion include the legal costs for challenges that will inevitably arise? No doubt, declaring M-83 as the route will result in suits; BUT the

county should be in a stronger position defending M-83 than they are taking reluctant constituents' property.

I ask you to STICK TO THE PLAN and build M-83 as planned! Save the mental trauma of your constituents and DO THE RIGHT THING.

Albert V Secen Jr

21024 Cog Wheel Way

Germantown MD 20876

301-540-9038

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:46 PM
To: vijay_kandaswamy@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Vijay Kandaswamy [mailto:vijay_kandaswamy@yahoo.com]
Sent: Friday, August 09, 2013 10:06 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

The primary goal for M83 is to ease the rush hour traffic within Montgomery County. During the rest of the day, the roads will be under utilized. So why not invest the time and money into improving the public transportation, instead of wasting valuable tax payer dollars into M83 which is only going to reach it's capacity within next 30 years. After 30 years we will back on the drawing board talking about destroying more natural resources to accomodate more sprawl. Please focus your efforts on making public transportation much more efficient and drop the M83 plan. When you have an efficient and affordable public transportation system people will use it and make it popular. Focus only on serving the commuters who goes to their jobs within Montgomery County area. Trying to serve commuters who go beyond Montgomery County to DC, NoVA or PG county should not be the primary goal of the planners. Spend the \$351 million on improving public transportation. It will also add more permanent transportation jobs within the county. Moreover, these days companies are spreading their working hours and allow telecommuting, thereby improving the quality of life of people. Adding more roads will only discourage these employers from taking away these options, thereby

affecting the quality of life of people.

Signed,

Vijay Kandaswamy
11013 Grassy Knoll Terrace
Germantown, MD 20876

Dinne, John J NAB

No
@Hackman

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:47 PM
To: Ethan Goffman
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Sierra Club Testimony on M83

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Ethan Goffman [<mailto:goffmane@yahoo.com>]
Sent: Friday, August 09, 2013 11:49 AM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: rudnick.barbara@epa.gov; Ike Leggett; Montgomery County Council; mcp-chairman@mncppc-mc.org
Subject: Sierra Club Testimony on M83

Dear John Dinne and Sean McKewan,

Attached is the Montgomery County Sierra Club testimony on M83. Thank you!

Sincerely,

Ethan Goffman

Transit Chair

Montgomery County Sierra Club Group

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:37 PM
To: GM@Greatlandlord.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Peter Dean [<mailto:GM@Greatlandlord.com>]
Sent: Thursday, August 01, 2013 2:09 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

Thank you,

Peter Dean
8519 Freyman Dr
Chevy Chase, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:37 PM
To: ttbahta@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Tsedal Bahta [<mailto:ttbahta@aol.com>]
Sent: Thursday, August 01, 2013 12:07 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

Dear planners:

I kindly request that you 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 increased air pollution and additional sprawl development that the project will create will harm our local environment, but the most pressing issue is the project's potential impact on wetlands and our aquatic resources. In addition to wetland impacts, there are several key environmental issues to consider.

The only acceptable alternative proposed is Alternative 2, which makes the best use of our existing infrastructure by making improvements to MD355. It costs the least, has the least impact on the community and

our environment, and enables the development of a high quality Rapid Transit service connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits that none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of building M83's favored Alightment 9, estimated to be up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County.

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

Thank you,

Tsedal Bahta
8712 Colesville Rd
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:37 PM
To: ttbahta@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Tsedal Bahta [<mailto:ttbahta@aol.com>]
Sent: Thursday, August 01, 2013 12:07 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

Dear planners:

I kindly request that you 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 increased air pollution and additional sprawl development that the project will create will harm our local environment, but the most pressing issue is the project's potential impact on wetlands and our aquatic resources. In addition to wetland impacts, there are several key environmental issues to consider.

The only acceptable alternative proposed is Alternative 2, which makes the best use of our existing infrastructure by making improvements to MD355. It costs the least, has the least impact on the community and

our environment, and enables the development of a high quality Rapid Transit service connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits that none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of building M83's favored Alightment 9, estimated to be up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County.

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

Thank you,

Tsedal Bahta
8712 Colesville Rd
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:38 PM
To: cbassett@salsalabs.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: C. Test Bassett [<mailto:cbassett@salsalabs.com>]
Sent: Thursday, August 01, 2013 2:26 PM
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.

Thank you,

C. Test Bassett
Street
City, MD 20782

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:38 PM
To: kelly@smartergrowth.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Kelly Blynn [<mailto:kelly@smartergrowth.net>]
Sent: Thursday, August 01, 2013 4:30 PM
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.

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.

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,

Kelly Blynn
4528 4th St
Bethesda, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:52 PM
To: cimperat@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Cheryl Imperatore [<mailto:cimperat@aol.com>]
Sent: Thursday, August 01, 2013 11:16 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

On M-83: Alternatives 4, 8, and 9 would have a major impact on wetlands. Construction, stormwater runoff, and the secondary impacts of nearby development, would enable the destruction and degradation of wetlands and irreplaceable water resources in the upcounty area.

To move forward and give some traffic relief, the most viable build-out 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, improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. Work with Amtrak and MARC train systems as well, to provide immediate, alternative transit along existing railbeds for community members.

The upcounty area was promised transit and the rug is being pulled out from beneath us without action to at least this vital road way, Rt 355. Improvements are being made to the lower portion - why not here, why not now?

Cheryl Imperatore
Chrisman Hill Dr
Boys, MD 20841

Dinne, John J NAB

From: Lena Haddad [haddadlena10@gmail.com]
Sent: Monday, August 12, 2013 5:05 PM
To: Dinne, John J NAB
Subject: [EXTERNAL]

I am writing on behave of my self , my family and future grandchildren & not to forget thousands of spieces that can't speak for them selves. regarding the Mid-County Corridor (M-83) Hwy.

It is quite a shame to destroy wetlands and the peace and tranquility that we enjoy in this part of Montgomery county. When we first moved here 14 years ago, Germantown was just that a town that was beautiful in nature and surroundings. I would hate to see more destruction of nature to what has already been done.

Every Evening my neighbors (kids, grand kids, dogs and all) we stroll down the little stretch of the road (Mid County) and it brings us together and bond our little neighborhood . It breaks my heart to see this disappear, we would have no where to go. Are kids and grandkids would be in harm way from all the flowing traffic. I see dear, foxes , turtles, and kinds of birds enjoying the peaceful nature that god had created for them too. Please, consider us as residence in your decisions too. We count for something.

--

Lena Haddad
Awards Limousine Service, Inc.
One Bethesda Metro Center
Bethesda, MD 20814

11017 Grassy Knoll Terrace

Germantown MD 20814

✓

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:14 PM
To: theresakrobinson@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Theresa Robinson [<mailto:theresakrobinson@gmail.com>]
Sent: Friday, August 02, 2013 5:03 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

The Rapid Bus Transit projects that have been planned for clogged roads, including Georgia Avenue between Montgomery General Hospital and Glenmont, should be funded rather than the extension of a road. 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.

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,

Theresa Robinson
4235 Headwaters Lane
Olney, MD 20832

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:13 PM
To: david_dorsey@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

From: David Dorsey [mailto:david_dorsey@verizon.net]
Sent: Friday, August 02, 2013 3:39 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

Please reject the permit application for M83.

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

Signed, David B. Dorsey

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:19 PM
To: Robert Portanova
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M-83 Public Hearing

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Robert Portanova [<mailto:novaport88@yahoo.com>]
Sent: Saturday, August 03, 2013 2:03 PM
To: Ike Leggett
Subject: M-83 Public Hearing

Mr Leggett -

I would like to bring to light some recent developments within your Department of Transportation relative to the M-83 Public Hearing scheduled for August 7.

I live within 100 yards of a section of the proposed option 8 & 9 route and have walked the entire 5.7 mile route over 5 times and I can tell you, with my hand on the Bible, there is no way in the world this highway can be built thru this terrain (pre-historic fauna, granite boulders, 100 ft tall Sycamores, mounds and mounds of ferns all sloping down to the Seneca Creek waterway system). If, by some act of God, they are able to engineer it to work, it will cost 5 times the \$360M price tag they claim it will cost. Classic case of low balling in order to gain approval. The result will be nothing short of an environmental holocaust.

I have talked with hundreds of residents in numerous communities along the route, held signs along major sections, handed out flyers to condo & townhome clusters, talked to sports programs which use fields along the route, and the reaction from them is the same, shock and awe. Most response are phrases like; "why", "no way", "that's crazy", "what for".

The biggest tragedy of all, is the lack of transparency on the part of DOT in getting this Public Hearing notice out to the public. 99 out of 100 people I met had no idea this meeting was in the works, nor had they a clue the location of the proposed option 8 & 9 route. This is unfair, undemocratic and prejudicial. And, let's say they do go to the DOT website to get further information on the proposed routes, one would need to be a webmaster to be able to navigate thru to get to the maps and, more importantly, to link them together.

God holds us all accountable for our actions, and to allow this highway to be built, well let's put it this way, I wouldn't want it on my conscience.

Thank you.

Bob Portanova

Montgomery Village Resident

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

From: Robert Portanova [mailto:novaport88@yahoo.com]

Sent: Friday, July 26, 2013 10:26 PM

To: Riemer's Office, Councilmember; Berliner's Office, Councilmember; Floreen's Office, Councilmember; Leventhal's Office, Councilmember; Rice's Office, Councilmember

Subject: M-83 Public Hearing

Councilmembers -

Been quite a while since the last meeting. The buzz is accelerating (we're expecting a huge turnout) over the upcoming Public Hearing on M-83 scheduled for Aug 7 at Seneca Valley High School. We are aggressively organizing and planning on a diverse, solid resident base to attend.

While speaking to hundreds of residents along the proposed route (option 8 & 9), I obtain an informal opinion poll and NOT ONE person I have spoke with can understand why this proposal remains on the list. Every single resident I have spoke with, the aged, young, latino, black, asian, white, handicapped - they ALL feel this proposal is insane. I have also run into people with deep roots in the area and years of following this proposal. I have uncovered some very disturbing information of which DOT has conspired to decieve you and us.

ENVIRONMENTAL IMPACT - According to DOT's canned presentation package (which will also be used on Aug 7), they claim the wetland impact will be 9 tenths of an acre. That's 9 tenths of an acre. This 4-lane elevated highway is supposed to span the floodplain wetlands. The floodplain wetlands are roughly a mile x 300 yards. How do you think they are planning on getting equipment that weighs 4-5 tons each down to the wetlands ? Yes, a temporary road. And these temporary roads will need to be built all along the route. This equipment, with names like Magnum Force and Devastator, are designed to removed huge trees, moved tons and tons of dirt, bolders, limbs and anything that stand in their way. Nature is no match for this equipment (bulldozers, dump trucks, backhoes, front end loaders and many more) and the footprint left will last for centuries. The lives of all animals will be permanently ended. The micro-climate will be permanently altered. Where there were ponds and reeds and ferns and pools, there will be crusher run gravel, pavement, steel, cement walls and barriers which will block out the sun. This procedure, of creating temporary roads thru-out the route, will continue to the end of the route. I see construction projects in many areas of the county and although the finished product is permanently devastating to the environment, the construction does the destruction.

TREE RE-PLANTING PROGRAM - Did you know that DOT claims they will be re-planting trees to replace those removed ? Yep, in Damascus , at one isolated location. Not along the route where the trees were removed, no, but to satisfy MDE requirements, they can claim they replanted. This is criminal. So for example, if 10,000 trees are removed, all of the re-planting will happen near the end of the route in Damascus . They can check it off as done !!

I can go on and on, but these are questions you all need to be asking DOT along with us. We know you're behind us and we are preparing to do battle with you.

Let me know if I can help in advance of the meeting.

Bob Portanova

Montgomery Village Resident

301-990-4881

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:31 PM
To: Tina ..
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: reject of m83 through south village, please pass to army corp of engs

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Tina .. [<mailto:ghuplz@hotmail.com>]
Sent: Tuesday, August 06, 2013 6:34 PM
To: Hwang, Gwo-Ruey (Greg); Ike Leggett; Holmes, Arthur; rudnick.barbara@epa.gov; john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov; Riemer's Office, Councilmember; Rice's Office, Councilmember; Ervin's Office, Councilmember; Navarro's Office, Councilmember; Berliner's Office, Councilmember; Elrich's Office, Councilmember; Leventhal's Office, Councilmember; Andrews's Office, Councilmember; Floreen's Office, Councilmember; sos@iwla.org
Subject: RE: reject of m83 through south village, please pass to army corp of engs

Dear Important People in charge of our welfare:

We are encouraged to modify this letter, i suppose to make it sound like our own. But the truth is, i agree 1000% w/it so i won't modify it. I will simply add and beg you NOT to let this road go through South Village. I live on Walkers Choice and rely heavily on the outdoors, ponds, paths, greenery to give me peace of mind when im at my HOME.

I LOVE nature and you will be destroying it and my peace of mind and 100's of thousands more. We paid high prices for these homes and we deserve to live in peace, along with the critters that brighten our days and hte QUIET that consoles our soles as we try for peace at night when we sleep OR RELAX. THIS IS NOOOTTTTTT A GOOD IDEA going through south village. Choose another path for this extension! Snoufers school seems best.

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.

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,

Tina M. Burton, RESIDENT, not commuter! (well, I do commute but only down the road. And i do feel for fellow commuters but i'm sorry, find an alternate way of making their lives better instead of ripping ours apart!

240 899-8089

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:31 PM
To: barbara@bmccann.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Barbara McCann [<mailto:barbara@bmccann.net>]
Sent: Tuesday, August 06, 2013 6:38 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:33 PM
To: shankej@juno.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Elaine Shank [<mailto:shankej@juno.com>]
Sent: Tuesday, August 06, 2013 9:49 PM
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.

The most pressing issue for tomorrow's public hearing about M83 is the potential impact on wetlands and our aquatic resources.

Today I saw data on recorded stream quality of all streams in Montgomery County. It was disturbing--only three or four streams were ranked "good," more were "fair," and most were ranked "poor." This is not a good legacy or example to leave for future generations, and a compromised ecosystem impacts our quality of life in the here-and-now.

The construction of M-83 would further degrade Montgomery County's water quality. 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,
Elaine Shank
Germantown, MD

Elaine Shank
11301 Neelsville Church Rd
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:51 PM
To: Kimberly Nugent
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: About M-83 options. My preference is alternative 2, please read why. Thanks

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:39 PM
To: epfister@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Edward Pfister [<mailto:epfister@comcast.net>]
Sent: Wednesday, August 07, 2013 3:18 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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 bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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

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

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,

Edward Pfister
10717 Seneca Spring Way
Montgomery Village, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:39 PM
To: ATABLADA@VERIZON.NET
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: ANGELA TABLADA [<mailto:ATABLADA@VERIZON.NET>]
Sent: Wednesday, August 07, 2013 12:56 PM
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.

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.

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,

ANGELA TABLADA
10712 AUTUMN LEAF PLACE
GERMANTOWN, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:34 PM
To: lauraileen@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Lauraleen O'Connor [<mailto:lauraileen@aol.com>]
Sent: Wednesday, August 07, 2013 8:13 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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.

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,

Lauraleen O'Connor
Senior Meteorologist/Engineer

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

✓

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:29 PM
To: Greater-Goshen Civic-Assoc.
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Midcounty Corridor Study

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Greater-Goshen Civic-Assoc. [<mailto:ourggca@hotmail.com>]
Sent: Monday, August 05, 2013 4:59 PM
To: Ike Leggett
Cc: Charles Tilford
Subject: Midcounty Corridor Study

Dear Mr. Leggett,

The Greater Goshen Civic Association has learned that at the CIP Forum at BlackRock you stated your opposition to Alternative 4 of the Midcounty Corridor Study and support of the Master Plan route (aka M-83) .

We would like to take this opportunity on behalf of the members of our Association to thank you for taking this position. We are in complete agreement with you. You may be interested in the results of a poll that we took in June of last year in which we asked about the various options. The MasterPlan route 9A was the clear winner, as can be seen I the attached file.

We wish you continued success in leading our great County.

Thank you very much.

Best regards,

Charles Tilford

President, Greater Goshen Civic Association

301-926-6751

No
Attachment
forwarded

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:30 PM
To: Beth Daly
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M83 Testimony

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Beth Daly [<mailto:beth.daly1@gmail.com>]
Sent: Tuesday, August 06, 2013 11:49 AM
To: mcp-chairman@mncppc-mc.org; Ike Leggett; john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov; rudnick.barbara@epa.gov
Subject: M83 Testimony

Please find my attached testimony. Thanks-Beth Daly
--

Dinne, John J NAB

From: Barbara [cantileb@gmail.com]
Sent: Monday, August 12, 2013 1:20 PM
To: Dinne, John J NAB
Subject: [EXTERNAL] Against M-83

Dear Sir:

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

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.

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,

Barbara Cantilena

Dinne, John J NAB

From: Sedgwick, Randy [Randy.Sedgwick@finra.org]
Sent: Monday, August 12, 2013 10:32 AM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Cc: greg.hwang@montgomerycountymd.gov
Subject: [EXTERNAL] M-83 Master Plan

Good Morning,

I do not know if a communication of this type is really read and reviewed but after attending the public hearing on August 7 I thought I would throw in my two cents.

I live at 20720 Warfield Ct which is just off of Warfield Rd between Goshen and Wightman Rd. I agree that the transportation in and around the study area needs to be improved but I have some concerns and a suggestion.

We do need new access roads through the study area but we do not need another 355. Instead of one large solution that has such a negative environmental, economic and societal impact I would rather see two alternatives developed that together can provide substantial ease on transportation. I would like to see Alternative 9A completed as the original master plan outlined but I would like to see it scaled back slightly to a four lane solution with accompanying features. To augment this road I would also like to see Alternative 4 developed but on a greatly reduced scale. Snuffer School Rd between Shady Grove and Goshen, then going on across Wightman and Brink Rd eventually connecting with Alternative 9A at Ridge Rd all need to be upgraded (and will have to be even if Alternative 9A is built) and expanded but just to four lanes; please don't expand them to the six lanes with accompanying accessories that have such a major negative impact on the environmental surroundings. We need to set the standard of working with the natural resources and working in conjunction with existing circumstances and not against them. If both Alternative 9A and 4 were built out to look somewhat like Montgomery Village Avenue going north from Mid-County up to Wightman which is four lanes, has a median, berms and occasional cross streets the traffic could flow very well across the combined 8 lanes the two solutions would provide. These two solutions could facilitate a great deal of traffic but greatly reduce noise and impact that a larger single solution would cause. Both of these solutions will be needed down the road so let's do both now and allow the rest of the economic build-up to compliment these traffic solutions and not keep working to catch-up.

Thanks for taking a moment.

Randy Sedgwick

Confidentiality Notice: This email, including attachments, may include non-public, proprietary, confidential or legally privileged information. If you are not an intended recipient or an authorized agent of an intended recipient, you are hereby notified that any dissemination, distribution or copying of the information contained in or transmitted with this e-mail is unauthorized and strictly prohibited. If you have received this email in

error, please notify the sender by replying to this message and permanently delete this e-mail, its attachments, and any copies of it immediately. You should not retain, copy or use this e-mail or any attachment for any purpose, nor disclose all or any part of the contents to any other person. Thank you

transit MD 355
✓ 3,9

Dinne, John J NAB

From: Tina Slater [slater.tina@gmail.com]
Sent: Monday, August 12, 2013 11:01 AM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Cc: rudnick.barbara@epa.gov; county exec ike leggett; county council; mcp-chairman@mncppc-mc.org
Subject: [EXTERNAL] Please Reject M-83 Application
Attachments: ACT.Testimony.M-83 on Letterhead.2013-08-07.doc

Dear Army Corps of Engineers & Maryland Department of the Environment,

As President of Action Committee for Transit, a Montgomery County-based transit advocacy group of 500 members, I urge you to reject the permit application for M-83. The Midcounty Highway Extended is being offered up at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

Rather than build M-83, we should improve and upgrade existing MD355. It costs much less, has fewer environmental impacts, and amply supports the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south.

Our full letter is attached.

Sincerely,
Tina Slater
President, Action Committee for Transit
www.actfortransit.org
301-585-5038
slater.tina@gmail.com

Action Committee for Transit

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

August 7, 2013

As President of Action Committee for Transit, a Montgomery County-based transit advocacy group of 500 members, I urge you to reject the permit application for M83. The Midcounty Highway Extended is being offered up 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 example of Clarksburg's population growth represents the perfect opportunity for Montgomery County to be progressive in implementing viable mass transit systems that connect Activity Centers --- the goal of transportation is to move the most people, not the most cars. Not only would a strong new transit system serve Upcounty residents, it will also serve thru commuters from the growing areas north of our county. For that reason, we support the MD355 North corridor of the BRT extended to Clarksburg. Please note that the County's Clarksburg Master Plan states: "Transit is an essential feature of this plan; without it, the Plan's vision cannot be realized."

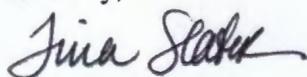
Regarding tonight's hearing, the most pressing issue about constructing M83 is the potential impact on wetlands and aquatic resources. In addition to wetland impacts, construction of M83 could destroy acres of forest, park land, and prime farmland.

While building M-83 may provide traffic relief for a few years, after that, it too will become congested. Further, we must pay attention to the regional effects of highway expansion on suburban sprawl.

Rather than build M-83, we should improve and upgrade existing MD355. It costs much less, has fewer environmental impacts, and amply supports the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. While MCDOT's report says that Rapid Transit is too early in the process to consider, the Rapid Transit plan is being considered by our County Council as we speak. It would be a mistake not to evaluate a real transit alternative to this highway.

Maryland is committed to Smart Growth. Just two weeks ago, our Governor reiterated Maryland's goal of a 25% reduction of Greenhouse Gas emissions by 2020. In a time of scarce resources and rising environmental challenges like climate change, we cannot afford to make the wrong investments for our future. ACT opposes the permit application for M83.

Sincerely,



Tina Slater, President
Action Committee for Transit

www.actfortransit.org

slater.tina@gmail.com

301-585-5038

Dinne, John J NAB

↓ 9
↑ 9A

From: Mike Wade [mwade@aeieng.com]
Sent: Monday, August 12, 2013 11:39 AM
To: Dinne, John J NAB; Sean.McKewen@maryland.gov
Cc: Greg.Hwang@montgomerycountymd.gov; oemail@montgomerycountymd.gov
Subject: [EXTERNAL] M-83, MCS Alternate 9A

Dear Sirs,

I was at the Public Hearing last Wednesday, Aug. 7, 2013 at Seneca Valley High School. I live in the Midcounty-Corridor area at 20921 Lochaven Ct., Gaithersburg, MD. I would like to be sure that you are aware that I am strongly against Alternate 4 (modified) and am a proponent of the Masterplan Alternate 9A.

Sincerely,

Michael A. Wade

MIKE WADE, PE

Project Manager

MECHANICAL SYSTEMS

AEI | AFFILIATED ENGINEERS, INC.
401 N. Washington St., Suite 400 | Rockville, MD 20850

P: 301.468.7766 | D: 301.816.1936 | C: 240.671.5786
mwade@aeieng.com <<mailto:mwade@aeieng.com>> | www.aeieng.com <<http://www.aeieng.com>>

↓ M-83

wildlife preserve

water abstr. rates
septic impacts

Dinne, John J NAB

From: Barbara [cantileb@gmail.com]
Sent: Monday, August 12, 2013 12:28 PM
To: Dinne, John J NAB
Subject: [EXTERNAL]

Dear Sir:

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

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

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

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

Thank you for your time.

Sincerely,

Barbara Cantilena
10326 Watkins Mill Drive
Montgomery Village, MD 20886

Dinne, John J NAB

~~AK4~~

community
historic
noise
pollution

From: Michael Forcinito [mforcini@yahoo.com]
Sent: Monday, August 12, 2013 9:08 AM
To: Dinne, John J NAB; Sean.McKewen@maryland.gov
Cc: Greg; oicemail@montgomerycountymd.gov
Subject: [EXTERNAL] Midcounty Corridor

Dear Mr. Dinne and Mr. McKewen,

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

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

Thank you for your consideration.

Sincerely,

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

↑ 9A

Dinne, John J NAB

From: Howard C. Brown [hcb@lakedeveloper.com]
Sent: Monday, August 12, 2013 9:05 AM
To: Dinne, John J NAB; Sean.McKewen@maryland.gov
Cc: Greg.Hwang@montgomerycountymd.gov; oicemail@montgomerycountymd.gov; Toni Brown
Subject: [EXTERNAL] M-83

Messrs. Dinne & McKewen,

Our home is just off of Brink Rd. so we use Brink and Goshen Rd on a daily basis. Please stick with the Master Plan, M-83, Alternative 9A. I appreciate that there may be some environmental disturbance, but that is a compromise that must be made to insure relief from congestion.

Respectfully,

Howard & Anntoinette Brown

21905 Huntmaster Dr., Laytonsville, MD 20882

env + community impact
transit RBT

Dinne, John J NAB

From: kamhleung@aol.com
Sent: Monday, August 12, 2013 9:41 AM
To: Dinne, John J NAB
Subject: [EXTERNAL] Rejection of the permit application for M83

wetland + ag stream valley
SW

Dear John,

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 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, storm water 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,

Kam Leung
11036 Grassy Knoll Ter
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:28 PM
To: toobytoo@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

cc:
Mr. Jack Dinne, USACE, CENAB-OP-RMN, john.j.dinne@usace.army.mil
Mr. Sean McKewen, MDE, Sean.mckewen@maryland.gov

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

From: Jay Kaplon [<mailto:toobytoo@hotmail.com>]
Sent: Thursday, August 01, 2013 6:23 PM
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.

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.

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,

Jay Kaplon
7981 Eastern Ave, #115
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:35 PM
To: anambler@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Anne Fay (Ambler) [<mailto:anambler@gmail.com>]
Sent: Thursday, August 01, 2013 11:28 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

I have been assured by several Council members that M83 will never be built because it's not a priority and other projects such as transit are far more important for our limited dollars. I agree 100%.

So what gives here? A permit application for M83? You already know that this is a highly destructive, wasteful, inappropriate project in this day of rapid climate change. Clarksburg was promised rapid transit downcounty to the Metro. Where is it?

M83 on the other hand promises more air pollution, more destroyed waterways, more sprawl, more traffic trying to get into downcounty areas that are finally coming to their senses about limiting parking and increasing bike, pedestrian, and transit options. Where will all those cars go when they get downcounty? Give Clarksburg rapid transit on Rt 355 and spare our communities, wetlands, and streams.

Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and

important stream valleys. Protestations notwithstanding, we all know what road construction entails, and no amount of high bridges avoids the staging areas, the access roads needed for construction, and the air pollution of construction equipment.

Then more impermeable surfaces over wetlands mean more polluted stormwater runoff into streams are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

What other costs are there? Alternatives 4, 8, and 9 would destroy up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland, and degrade the Agricultural Reserve, Great Seneca Park, North Germantown Greenway Park, and the Wildcat Branch Special Protection Area.

Then there are community costs: noise, property takings (about 100 homes), walls, splitting neighborhoods, lighting, grading, and damage to Dayspring Silent Retreat Center, a wonderful resource for Montgomery County.

I urge you to choose the only acceptable alternative proposed, Alternative 2, which makes improvements to Rt 355. Then put rapid transit on it. Fulfill the promise of Clarksburg as one of a network of livable communities linked by transit.

Thank you,

Anne Fay (Ambler)
12505 Kuhl Rd.
Wheaton, MD 20902

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:44 PM
To: Lauraleen O'Connor
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Lauraleen O'Connor [<mailto:lauraileen@aol.com>]
Sent: Monday, August 12, 2013 10:57 PM
To: Ike Leggett
Cc: <john.j.dinne@usace.army.mil>; <sean.mckewen@maryland.gov>
Subject: Re: Reject M83 (Midcounty Highway Extended)

Mr Leggett - thank you so much!

lo'c

On Aug 12, 2013, at 17:34, "Ike Leggett" <Ike.Leggett@montgomerycountymd.gov> wrote:

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Lauraleen O'Connor [mailto:lauraileen@aol.com]
Sent: Wednesday, August 07, 2013 8:13 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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.

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,

Lauraleen O'Connor
Senior Meteorologist/Engineer

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:43 PM
To: Barbara
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Against M-83

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Barbara [<mailto:cantileb@gmail.com>]
Sent: Monday, August 12, 2013 1:28 PM
To: Ike Leggett
Subject: Against M-83

Dear County Executive (I. Leggett):

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.

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,

Barbara Cantilena

10326 Watkins Mill Drive
Montgomery Village, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:38 PM
To: Jdepoy@mac.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Jerry DePoyster [<mailto:Jdepoy@mac.com>]
Sent: Saturday, August 10, 2013 1:43 PM
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.

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.

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, Jerry DePoyster DVM

Jerry DePoyster
11111 Sceptre Ridge Terrace
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:36 PM
To: Wrick32683@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Colleen Ricketts [<mailto:Wrick32683@aol.com>]
Sent: Friday, August 09, 2013 11:02 PM
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.

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.

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.

If this passes, many families will be moving out of this county. Please consider spending our hard earned tax dollars on something of greater importance.

Signed, Colleen Ricketts

Colleen Ricketts
11047 grassy knoll terr
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:35 PM
To: srafizadeh@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Soheyla Rafizadeh [<mailto:srafizadeh@yahoo.com>]
Sent: Friday, August 09, 2013 1:22 PM
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.

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.

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,

Soheyla Rafizadeh
11003 Grassy Knoll Ter
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:35 PM
To: rbsmythe@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Robert Smythe [<mailto:rbsmythe@comcast.net>]
Sent: Friday, August 09, 2013 3:01 PM
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.

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.

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,

Robert Smythe
4807 Wellington Drive
Chevy Chase, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:36 PM
To: dakshipillai@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Dakshi Pillai [<mailto:dakshipillai@yahoo.com>]
Sent: Friday, August 09, 2013 10:46 PM
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.

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.

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,

Dakshi Pillai
Grassy Knoll Terrace
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:48 PM
To: Mary
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Mary [mailto:marypanders@gmail.com]
Sent: Monday, August 12, 2013 5:46 PM
To: Ike Leggett
Cc: <john.j.dinne@usace.army.mil>; <sean.mckewen@maryland.gov>
Subject: Re: Reject M83 (Midcounty Highway Extended)

Sent from my iPhone

On Aug 12, 2013, at 5:31 PM, Mary <marypanders@gmail.com> wrote:

> Thank you and we are counting on you to do the right thing by rejecting M83!
> Please don't let us down, we implore you!
> Mary Anders
>
> Sent from my iPhone
>
> On Aug 12, 2013, at 4:59 PM, "Ike Leggett"
> <Ike.Leggett@montgomerycountymd.gov> wrote:
>
>> Thank you for your feedback on the Midcounty Corridor Study (MCS).
>> Public participation is a vital part of the transportation planning
>> process.
>>

>> By copy of this email, your comments are being forwarded to the U.S.
>> Army Corps of Engineers (USACE) and Maryland Department of the
>> Environment (MDE) to be included in the official joint public hearing
>> record.

>>
>> Montgomery County Department of Transportation (MCDOT) is committed
to
>> public involvement and will continue to engage you and your community
as
>> the study progresses. Should have any specific questions, please feel
>> free to contact Mr. Greg Hwang, Project Manager, for the Midcounty
>> Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

>>
>> Sincerely,
>>
>> Isiah Leggett
>> County Executive

>>
>> -----Original Message-----
>> From: mary anders [<mailto:marypanders@gmail.com>]
>> Sent: Friday, August 02, 2013 9:48 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.

>>
>> 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.
>>
>> 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 anders
>> 4 Guy Court
>> Rockville, MD 20850

Dinne, John J NAB

From: Chad Cooley [ccooley@bozzuto.com]
Sent: Tuesday, August 13, 2013 3:09 PM
To: Dinne, John J NAB; 'Sean.McKewen@maryland.gov'
Cc: 'Greg.Hwang@montgomerycountymd.gov'; 'ocemail@montgomerycountymd.gov';
lisacooley70@gmail.com
Subject: [EXTERNAL] M-83, MCS Alternate 9A
Importance: High

Dear Messrs Dinne and McKewen;

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

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

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

Thank you,

Chad and Lisa Cooley

20911 Lochaven Ct.

Gaithersburg, MD 20882

301-569-7254

A Proud and Happy Gaithersburg Resident!

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 3:42 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: FW: M 83 alternatives

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

From: Sandler, David - FSIS [<mailto:David.Sandler@fsis.usda.gov>]
Sent: Tuesday, August 13, 2013 2:34 PM
To: Ike Leggett
Cc: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov; tedravas@gmail.com; Hilde Sandler (hsandler@adventisthealthcare.com)

Subject: RE: M 83 alternatives

Thank you very much, Mr. Leggett. I would like to point out that I wrote my email to you this past Saturday, BEFORE "Money" Magazine identified Montgomery Village as one of the Top 50 "small towns to live" in America! The "Washington Business Journal" refers to the bragging rights the DC metropolitan area has because three of the top 50 small towns are right here (Vienna and Leesburg, VA, round out the tripartite). This is even more reason to do everything in your power to preserve Montgomery Village as it was originally planned, and not allow a six-lane highway to drive right between our neighborhoods!

J. David Sandler
Senior Emergency Response Specialist
U.S. Department of Agriculture
Food Safety and Inspection Service
Office of Data Integration and Food Protection
Emergency Coordination Staff
Washington, DC
Office: 202-690-6356
Blackberry: 202-368-1408

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

From: Ike Leggett [<mailto:Ike.Leggett@montgomerycountymd.gov>]
Sent: Tuesday, August 13, 2013 1:37 PM
To: Sandler, David - FSIS
Cc: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Subject: RE: M 83 alternatives

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty

Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Sandler, David - FSIS [<mailto:David.Sandler@fsis.usda.gov>]
Sent: Saturday, August 10, 2013 11:12 AM
To: 'john.j.dinne@usace.army.mil'; 'sean.mckewen@maryland.gov'
Cc: Hwang, Gwo-Ruey (Greg); Montgomery County Council; Ike Leggett;
'hsandler@adventisthealthcare.com'
Subject: M 83 alternatives

I am writing in strenuous opposition to Alternative 4 of the M-83 project. As a citizen of Montgomery County, living in Montgomery Village and paying taxes for 30+ years, I want to implore you not to allow (understandably needed) development to destroy the character of what we've worked so hard to maintain since the creation of Montgomery Village nearly a half-century ago. Please, please, please come visit the neighborhoods being threatened. These are solid communities with roots deep enough now as to be enviable to many, many other communities across Montgomery County, Maryland, and (I don't think I exaggerate) the U.S. My three kids were born and raised here. They're now off making their ways in the world, and proudly recall their childhoods here in THIS neighborhood. As elected officials and/or people in the position to make these incredibly weighty development decisions, I implore you to understand that your decisions will go far beyond changes to the physical landscape. Folks - you're messing with our hearts and those of our children and grandchildren. Please be very careful. Please do not allow Alternative 4 to get anywhere near reality.

Thank you.

J. David Sandler
Senior Emergency Response Specialist
USDA FSIS
Emergency Coordination Staff
Office of Data Integration and Food Protection
202-690-6356
BB: 202-368-1408

Sent from my BlackBerry

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:35 PM
To: indhupriya@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Indhu Balasubramaniam [<mailto:indhupriya@gmail.com>]
Sent: Friday, August 09, 2013 2:25 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

I sincerely urge you to reject the permit application for M-83 and alternative 9 in particular for the path it will take through our streams and only remaining parkland in the eastern side of Germantown. Our county cannot afford it and neither can the planet for the sprawl and destruction it will bring.

Building new roads to manage traffic is 20th century thinking when we now more than ever urgently need to protect natural resources and invest more on mass transit. Building of these road will result in a criminal destruction of the few wetlands, stream valleys and natural resources we have. No mitigation however big or small is going to matter once the destruction starts. Those of us living in DC area know fully well no road will completely ease congestion without the aid of mass transit.

We have a good solution on hand namely - Mass transit which has the potential to ease congestion and will also propel Montgomery County towards a better future in terms of quality of living .

Planet Earth has limited resources. All of us reading the news should be aware of the havoc that mindless construction brought about by destruction of wetlands and habitat have caused to communities all over the globe. While you have spent millions of dollars of tax payer money studying how road building can ease congestion the bulk of money would have been best spent trying to increase mass transit and making it affordable and easy for people to use it without having to drive their cars around.

Yes, people in Clarksburg have to get out. But what were the county executive and the planning commission doing at that time? Why weren't these studies done before building houses? Why were these buildings permit issued without roads leading out of there? Doesn't the responsibility also lie with the people who bought houses there? Why didn't they think about their modes of transportation before buying their houses? To now retroactively fix something that was ill conceived and thereby adversely affect everybody else is neither fair nor equitable.

Widening already existing roads to ease congestion seems a much more smart way of managing growth.

As elected representatives and civil servants you have great powers in your hands to define the future of the county and its citizens living here. I sincerely hope that the decisions you take will be fair for not only to the voting adults of today but our children and grand children who deserve to enjoy the very same natural resources we take for granted and are ready to destroy with a bull dozer.

Destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland brings credit to nobody but shame to all of us who willfully let this happen. Elected representatives should think with foresight than the next election cycle.

Indhu Balasubramaniam
11013 Grassy Knoll Ter
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:36 PM
To: Robert Portanova
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M-83 Hearing

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Robert Portanova [<mailto:novaport88@yahoo.com>]
Sent: Friday, August 09, 2013 10:18 PM
To: rudnick.barbara@epa.gov
Cc: Ike Leggett
Subject: M-83 Hearing

Ms Rudnick -

I wish I had more time to defend my position of opposing M-83, but I wasn't able to do that at the August 7th public hearing.

As I walked around the school and saw all of the Goshen Civic Association members with their labels that read; "Stick With the Plan," it dawned on me later in the evening, what I really should have said when it was my turn to speak. The plan (the Master Plan), as Mr Johnston summarized in his presentation, was created in the 1960's. In the 60's, Montgomery Village was a dairy farm, open pasture, devoid of forests. That was over 40 years ago. Since then, Montgomery Village was built, Seneca Creek State Park was set aside as parkland, trees grew in abundance, understory foliage exploded creating a diverse wildlife habitat, the streams and wetlands drew even more wildlife, and along other parts of this route, homes, townhouses, apartments, condominiums, pools, tennis courts, schools, football fields were built, and a 220 acre state treasure was established, the Day Spring Silent Retreat .

So, when the residents from the Goshen Civic Association were yelling, "Stick With the Plan", well, the plan is not the same plan - we are no longer comparing apples with apples. It is no longer a dairy farm open pasture. It's a different animal now and looks NOTHING like it did over 40 years ago.

If you, John Dinne or Sean McKewen would ever take the time to walk the route with me, you will see what I am talking about. Until that's done, you can only imagine.

PLEASE SUPPORT THE DENIAL OF A PERMIT TO BUILD M-83 OPTION 8 & 9.

Thank you.

Bob Portanova

Stedwick - Montgomery Village

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:35 PM
To: Sarah Albert
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Mid County Corridor Study: Oppose Alt. 4

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Sarah Albert [mailto:sarah_albert@hotmail.com]
Sent: Friday, August 09, 2013 4:27 PM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Montgomery County Council; Ike Leggett
Subject: Mid County Corridor Study: Oppose Alt. 4

I am writing in opposition to Alternative 4 of the Mid County Corridor Study.

Attached please find a copy of my testimony from the August 7th Public Hearing.

Sarah C. Albert

9727 Shadow Oak Drive

Montgomery Village, MD 20886

301-977-7156

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:35 PM
To: Marjorie Blanc
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Support for the Master Plan M-83 Alt. 9A

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Marjorie Blanc [<mailto:mblanc67@gmail.com>]
Sent: Friday, August 09, 2013 9:54 PM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Support for the Master Plan M-83 Alt. 9A

Dear Messrs Dinne and McKewen;

I am writing to affirm my support for the completion of alternative 9A for M-83 to complete the mid-county highway according to the Master Plan. I have lived in the Goshen area for 30

years and am a witness to the ongoing and dangerous deterioration in the quality of our beautiful rustic area due to ever-increasing auto and truck traffic.

Growing numbers of people now living in the upper county deserve 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.

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

Thank you,

Marjorie Blanc

20920 Lochaven Court

Goshen Maryland 20882

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:37 PM
To: Anna Brush
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M-83, MCS Alternate 9A

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Anna Brush [<mailto:anna.brush7@gmail.com>]
Sent: Saturday, August 10, 2013 8:15 AM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: M-83, MCS Alternate 9A

Dear Messrs Dinne and McKewen;

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

Anna Brush

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:36 PM
To: Ann Hess Smith
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Army Corps & DEP Hearing

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Ann Hess Smith [<mailto:annhsmith1@verizon.net>]
Sent: Saturday, August 10, 2013 12:51 AM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Fwd: Army Corps & DEP Hearing

Subject: Army Corps & DEP Hearing

21020 Goshen RD
Gaithersburg MD 20882

9 August 2013

Re: M-83, MCS Alternate:

Dear Messrs Dinne and McKewen,

I support selection of the Master Plan route, M-83, Alternative 9A.

I attended the meeting a few weeks ago at the firehouse in Germantown.

I strongly oppose increasing the traffic on the Brink Whitman pathway.

My major concern is SAFETY! I have lived on Goshen Road near Brink for 32 years, in the Midcounty Corridor area, residents have to cope with dangerous and time consuming congestion on roads ranging from our small rural rustic roads to I-270.

There are too numerous problems with the Brink RD Snouffer School Whiteman area arising from the number of driveways that would be feeding out of homes and businesses onto a thruway.

Someday we hope to see one of the "21st century" transit systems for our area, but our transportation problem is here, 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 . There will be environmental disturbance in any choice,

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

Thank you, Ann Smith

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:37 PM
To: Dorothy Frederickson
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Stick With The Master Plan, M-83, Alternative 9A..

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Dorothy Frederickson [<mailto:sodcmedia@aol.com>]
Sent: Saturday, August 10, 2013 8:15 AM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Stick With The Master Plan, M-83, Alternative 9A..

Dear Messrs Dinne and McKewen:

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

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

Thank you,

Dorothy Frederickson

8201 Goodhurst Drive

Gaithersburg, MD 20882

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:37 PM
To: Bob Blanc
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Support for the Master Plan M-83 Alt. 9A

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <mailto:greg.hwang@montgomerycountymd.gov> .

Sincerely,

Isiah Leggett

County Executive

From: Bob Blanc [<mailto:blanc.bob@gmail.com>]
Sent: Saturday, August 10, 2013 9:59 AM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Support for the Master Plan M-83 Alt. 9A

Dear Messrs Dinne and McKewen;

I am writing to affirm my support for the completion of alternative 9A for M-83 to complete the mid-county highway according to the Master Plan. I have lived in the Goshen area for 30 years and am a witness to the ongoing and dangerous deterioration in the quality of our beautiful rustic area due to ever-increasing auto and truck traffic. Growing numbers of people now living in the upper county deserve 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.
Stick With The Master Plan, M-83, Alternative 9A..

Thank you,

Robert Blanc
20920 Lochaven Court
Goshen Maryland 20882

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:37 PM
To: Sandler, David - FSIS
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M 83 alternatives

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Sandler, David - FSIS [<mailto:David.Sandler@fsis.usda.gov>]
Sent: Saturday, August 10, 2013 11:12 AM
To: 'john.j.dinne@usace.army.mil'; 'sean.mckewen@maryland.gov'
Cc: Hwang, Gwo-Ruey (Greg); Montgomery County Council; Ike Leggett; 'hsandler@adventisthealthcare.com'
Subject: M 83 alternatives

I am writing in strenuous opposition to Alternative 4 of the M-83 project. As a citizen of Montgomery County, living in Montgomery Village and paying taxes for 30+ years, I want to implore you not to allow (understandably needed) development to destroy the character of what we've worked so hard to maintain since the creation of Montgomery Village nearly a half-century ago. Please, please, please come visit the neighborhoods being threatened. These are solid communities with roots deep enough now as to be enviable to many, many other communities across Montgomery County, Maryland, and (I don't think I exaggerate) the U.S. My three kids were born and raised here. They're now off making their ways in the world, and proudly recall their childhoods here in THIS neighborhood. As elected officials and/or people in the position to make these incredibly weighty development decisions, I implore you to understand that your decisions will go far beyond changes to the physical landscape. Folks - you're messing with our hearts and those of our children and grandchildren. Please be very careful. Please do not allow Alternative 4 to get anywhere near reality.

Thank you.

J. David Sandler
Senior Emergency Response Specialist
USDA FSIS
Emergency Coordination Staff
Office of Data Integration and Food Protection
202-690-6356
BB: 202-368-1408

Sent from my BlackBerry

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:38 PM
To: jennyf16@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Alternative 4 for Mid-County Highway is a terrible choice!

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <mailto:greg.hwang@montgomerycountymd.gov> .

Sincerely,

Isiah Leggett

County Executive

From: jennyf16@verizon.net [<mailto:jennyf16@verizon.net>]
Sent: Saturday, August 10, 2013 1:02 PM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Montgomery County Council; Ike Leggett
Subject: Alternative 4 for Mid-County Highway is a terrible choice!

Hello,

I have lived almost my entire life in Montgomery Village. I remember when farms surrounded it. I remember when there was a whole lot less traffic. I just read about Alternative 4 and I am appalled and dismayed that you would choose that option. It is not on the Master Plan and it will greatly change the character of this community. PLEASE PLEASE PLEASE do not ruin Montgomery Village and the surrounding areas with multi-lane highways and more traffic than there already is.

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:38 PM
To: Les Cappetta
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Support Midcounty Highway -Alternative 9, Option A; Oppose Alternative 4

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Les Cappetta [<mailto:lcapp30126@aol.com>]
Sent: Saturday, August 10, 2013 1:52 PM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov; Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Support Midcounty Highway -Alternative 9, Option A; Oppose Alternative 4

Dear Sir,

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

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

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

Thank you,

Patricia Cappetta

21008 Cog Wheel Way

Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:40 PM
To: Susan Wenger
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M-83 Alternative 4

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Susan Wenger [<mailto:susanwengermail@yahoo.com>]
Sent: Sunday, August 11, 2013 12:20 AM
To: sean.mckewen@maryland.gov
Cc: john.j.dinne@usace.army.mil; Hwang, Gwo-Ruey (Greg); Montgomery County Council; Ike Leggett
Subject: M-83 Alternative 4

Dear Mr. McKewen,

On August 7, 2013 I spoke at a hearing at Seneca Valley High School to express my strong opposition to Alternative 4. In addition to what I said there, I want to tell you something that I saw just today.

I was driving home on Wightman Road and I saw a dead animal (probably a groundhog) on the road. This is not an everyday occurrence, but I do see run-over animals from time to time, probably about one every two weeks. I have seen small animals such as squirrels, and skunks and occasionally foxes dead on the road, and I have seen dead deer on Wightman Road as well in the past, but not often - possibly two deer a year. If Wightman Road is widened, reducing wildlife habitat, I think there will be a lot more animals run over, as they lose their habitat and cover and the areas they are accustomed to living in. Please remove Alternative 4 from the list of alternatives, to protect the local environment and wildlife habitat. I fear that the widened road would be devastating to any pet dog or cat who escapes someone's yard, and it will also be dangerous for the many, many children who live in North

Village and try to cross Wightman to get to the North Creek lake, North Creek Nature Center, North Creek pool, and other Montgomery Village attractions. It will also adversely affect air quality, water and air pollution, and noise levels in my neighborhood. The potential route involved will affect many more families and humans as well as wildlife than any of the other alternatives, I believe.

Susan Wenger
9305 Bathgate Court
Montgomery Village, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:40 PM
To: Marty Wenk
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Army Corps & DEEP Hearing

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Marty Wenk [mailto:mwenk_9@hotmail.com]
Sent: Sunday, August 11, 2013 3:45 AM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Greater-Goshen Civic-Assoc.; Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Army Corps & DEEP Hearing

Dear Messrs Dinne and McKewen;

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

Martin and Nancy Wenk

Resident on the proposed M83 Alt Modified 4 route

9740 Wightman Road

Gaithersburg, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:41 PM
To: George Wedberg
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Alternative 4

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: George Wedberg [<mailto:wedbergg@verizon.net>]
Sent: Sunday, August 11, 2013 9:22 AM
To: john.j.dinne@usace.army.mil
Cc: Hwang, Gwo-Ruey (Greg); Montgomery County Council; Ike Leggett
Subject: Alternative 4

Mr. Dinne --

I am writing to ask that you reject Alternative 4 for the Mid-County Highway. Alternative 4 would have a devastating effect on Montgomery Village, as it would split it with a six-lane highway.

North Village, Northgate, and East Village are quiet residential communities that would be destroyed by the noise alone. Access to these communities would be made very difficult, and walking or biking to other communities within the Village would be dangerous and difficult.

Please reject Alternative 4.

George Wedberg

wedbergg@verizon.net

301-869-0758

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:40 PM
To: Mary%20Tilbury
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Mid County Highway Alternatives

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Mary%20Tilbury [<mailto:mary.tilbury@comcast.net>]
Sent: Sunday, August 11, 2013 8:31 AM
To: sean.mckewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Montgomery County Council; Ike Leggett
Subject: Mid County Highway Alternatives

Mr. McKewen,

wanted to take this opportunity to express my firm opposition to Alternative 4 in relation to the Mid County Highway project. There are several other alternatives that better address the goals and objectives that are driving this project , and ones that will better serve and preserve the Montgomery Village community.

Mary S. Tilbury

19817 Greenside Terrace

Montgomery Village, MS 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:41 PM
To: News For Camp Leeds
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Mid County Corridor Study

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: News For Camp Leeds [<mailto:news4campleeds@verizon.net>]
Sent: Sunday, August 11, 2013 9:49 AM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Mid County 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

Dear Messrs Dinne and McKewen,

We are writing to express our support for completing the Midcounty Highway, M-83 as detailed in alternative 9A of the Mid County Corridor Study. There are many reason why we believe that the highway should be completed this way. Basically, the reasons boil down to it's the best option among the alternatives. The Corridor Study seemed to reach this same conclusion.

With the Clarksburg development already well underway, something must be done. The congestion is already a problem. The new development in Clarksburg was allowed to progress with the assumption that Midcounty Highway would be completed. We cannot allow all these new commuters to overload the existing clogged routes. All of the other alternatives in the study don't provide the relief that the completion of the Midcounty Highway would provide.

The main arguments against the completion of the Midcounty Highway are usually cited as the environmental impact and the closeness of the highway to the properties and schools. We do think that we need to be wary of the environmental impacts of new construction like this. However, there are impacts to not building the new road--the extra exhaust of the cars waiting in traffic will negatively impact the environment. As for the properties and schools that will be near the completed Midcounty highway, we have only a small amount of sympathy. The Midcounty Highway has been on the Master Plan since the 1960s. Almost all of the properties were completed after that. Furthermore, there are properties and a school next to the existing Midcounty Highway and also next to Great Seneca Highway.

Finally we would like to add a negative comment for alternative 4. The taking of properties in this alternative is unconscionable given the options available. We understand the need to take properties for the greater good on occasion, but this does not come close to meeting that threshold.

Stick with the Master Plan, M-83, Alternative 9A.

Thank you,

Daniel and Meg Leeds
20831 Goshen Road
Gaithersburg, MD 20882-4230

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:41 PM
To: lou
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Master Plan, M-83, Alternative 9A

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: lou [<mailto:lou004@comcast.net>]
Sent: Sunday, August 11, 2013 3:52 PM
To: Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Master Plan, M-83, Alternative 9A

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:42 PM
To: Amanda Muir
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Support for Master Plan route, M-83

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Amanda Muir [<mailto:adnamaj66@gmail.com>]
Sent: Sunday, August 11, 2013 5:10 PM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Support for Master Plan route, M-83

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

9136 Goshen Valley Drive
Gaithersburg, MD

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:41 PM
To: tfarrand@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Theodore Farrand [<mailto:tfarrand@comcast.net>]
Sent: Sunday, August 11, 2013 2:39 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

filtration and other ecosystem functions.

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

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

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,

Theodore Farrand
Grassy Knoll Terrace
Germantown, MD 20876

✓

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:42 PM
To: Kate Simon
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Stick With The Master Plan, M-83, Alternative 9A..

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Kate Simon [<mailto:kate.w.simon@gmail.com>]
Sent: Sunday, August 11, 2013 8:42 PM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Stick With The Master Plan, M-83, Alternative 9A..

Dear Mr. Dinne and Mr. 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 wellbeing, economic health, and carbon dioxide emissions.

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

Thank you,

Kate Simon

20611 Miracle Drive, Gaithersburg, MD 20882

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:42 PM
To: Barbara Knapp
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Completion of Mid-County Highway

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Barbara Knapp [<mailto:chestnutgrower@gmail.com>]
Sent: Sunday, August 11, 2013 11:13 PM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Completion of Mid-County Highway

Dear Mr. Dinne and Mr. McKewen,

Although I did testify briefly at the hearing on August 7th, I want to add a few comments to what I said then. First of all, I am sorry you had to sit through such an at times rowdy hearing. I do not approve of citizens booing, interrupting with endless clapping, etc. when public servants like you are doing a good job of politely listening. The Mid County Corridor Study was obviously a lengthy and careful effort, and deserved reasonable comments.

I support the Master Plan Route, Alternative 9 A, because it most effectively solves the purpose and need for this project. Compared to all the alternatives it is best because it has the shortest and safest travel time, with fewest intersections, etc. etc. Also it has been the Plan for a long time, and people have known about it, and counted on it. I sympathize with those who are concerned about hurting the environment, but I also care about the effect on people's quality of life, when they have to deal with unpredictable traffic delays and congestion. I have lived in this area, on rural, rustic, Davis Mill Road, since 1957, and the original environment we enjoyed then has been largely destroyed just by the increased development.

It would be lovely to have Mass Transit; it should have been built 30 years ago, but being realistic at the moment our best hope would be a nice straight new road on the Master Plan route, with express buses. Perhaps we could even dream of exclusive lanes for the buses.

I urge you to issue permits for construction of the proposed highway on Alternative 9 A.

Sincerely,

Barbara B. Knapp

21900 Davis Mill Road

Germantown, MD 20876

301-916-6133

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:42 PM
To: hcb@lakedeveloper.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M-83

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Howard C. Brown [<mailto:hcb@lakedeveloper.com>]
Sent: Monday, August 12, 2013 9:05 AM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett; Toni Brown
Subject: M-83

Messrs. Dinne & McKewen,

Our home is just off of Brink Rd. so we use Brink and Goshen Rd on a daily basis. Please stick with the Master Plan, M-83, Alternative 9A. I appreciate that there may be some

environmental disturbance, but that is a compromise that must be made to insure relief from congestion.

Respectfully,

Howard & Anntoinette Brown

21905 Huntmaster Dr., Laytonsville, MD 20882

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:43 PM
To: Mike Wade
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M-83, MCS Alternate 9A

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Mike Wade [<mailto:mwade@aeieng.com>]
Sent: Monday, August 12, 2013 11:39 AM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: M-83, MCS Alternate 9A

Dear Sirs,

I was at the Public Hearing last Wednesday, Aug. 7, 2013 at Seneca Valley High School. I live in the Midcounty-Corridor area at 20921 Lochaven Ct., Gaithersburg, MD. I would like to be sure that you are aware that I am strongly against Alternate 4 (modified) and am a proponent of the Masterplan Alternate 9A.

Sincerely,

Michael A. Wade

MIKE WADE, PE

Project Manager

MECHANICAL SYSTEMS

AEI | AFFILIATED ENGINEERS, INC.
401 N. Washington St., Suite 400 | Rockville, MD 20850

P: 301.468.7766 | D: 301.816.1936 | C: 240.671.5786
mwade@aeieng.com <<mailto:mwade@aeieng.com>> | www.aeieng.com <<http://www.aeieng.com>>

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:43 PM
To: Tina Slater
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Please Reject M-83 Application

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett
County Executive

From: Tina Slater [<mailto:slater.tina@gmail.com>]
Sent: Monday, August 12, 2013 11:01 AM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: rudnick.barbara@epa.gov; Ike Leggett; Montgomery County Council; mcp-chairman@mncppc-mc.org
Subject: Please Reject M-83 Application

Dear Army Corps of Engineers & Maryland Department of the Environment,

As President of Action Committee for Transit, a Montgomery County-based transit advocacy group of 500 members, I urge you to reject the permit application for M-83. The Midcounty Highway Extended is being offered up at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

Rather than build M-83, we should improve and upgrade existing MD355. It costs much less, has fewer environmental impacts, and amply supports the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south.

Our full letter is attached.

Sincerely,

Tina Slater

President, Action Committee for Transit

www.actfortransit.org

301-585-5038

slater.tina@gmail.com

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:43 PM
To: Michael Forcinito
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Midcounty Corridor

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Michael Forcinito [<mailto:mforcini@yahoo.com>]
Sent: Monday, August 12, 2013 9:08 AM
To: John.J.Dinne@usace.army.mil; Sean.McKewen@maryland.gov
Cc: Hwang, Gwo-Ruey (Greg); Ike Leggett
Subject: Midcounty Corridor

Dear Mr. Dinne and Mr. McKewen,

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

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

Thank you for your consideration.

Sincerely,

Michael Forcinito

Carey Lawrence

9710 Wightman Road

Gaithersburg, MD 20879

(301) 977-7439

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Tuesday, August 13, 2013 1:44 PM
To: Don O'Neill
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: M83 Position

Thank you for your feedback on the Midcounty Corridor Study (MCS). Public participation is a vital part of the transportation planning process.

By copy of this email, your comments are being forwarded to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to be included in the official joint public hearing record.

Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov <<mailto:greg.hwang@montgomerycountymd.gov>> .

Sincerely,

Isiah Leggett

County Executive

From: Don O'Neill [<mailto:oneilldon@aol.com>]
Sent: Tuesday, August 13, 2013 10:11 AM
To: Hwang, Gwo-Ruey (Greg); Montgomery County Council; Ike Leggett;
john.j.dinee@usace.army.mil; sean.mckewen@maryland.gov; nancy.king@senate.state.md.us
Subject: M83 Position

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

Dinne, John J NAB

From: HERB [hccanap@aol.com]
Sent: Tuesday, August 13, 2013 12:11 PM
To: Dinne, John J NAB; sean.mckew@maryland.gov
Subject: [EXTERNAL] M33

We strongly support Alternate 9, Option A (M 83), the Master plan Route.

Canapary

20882

Herb and Mary

One goshen Court
Laytonsville. Md

Dinne, John J NAB

From: Vinay Gandla [Vinay.Gandla@hughes.com]
Sent: Wednesday, August 14, 2013 10:25 AM
To: Hwang, Gwo-Ruey (Greg)
Cc: vinay_gandla@yahoo.com
Subject: I support Alternative 9A or Master Plan Alignment of M-83

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir,

Greg Hwang, Project Manager

100 Edison Park Dr., 4th Floor

Gaithersburg MD 20878

Please consider this correspondence as my request to COE/MDE/US Army Corps of Engineers to develop much needed infrastructure to connect Clarksburg with Mid County Hwy - specifically I support Alternative 9A. This I believe will help improve the quality of life of many Clarksburg residents.

Thank You,

Vinay Gandla

23450 Arora Hills Drive

Clarksburg, MD, 20871

Vinay_gandla@yahoo.com <mailto:Vinay_gandla@yahoo.com>

Vinay.gandla@hughes.com <<mailto:Vinay.gandla@hughes.com>>

Dinne, John J NAB

From: Priscilla borchardt [priswb@verizon.net]
Sent: Wednesday, August 14, 2013 9:35 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: I support M-83 (Alt 9A)

Follow Up Flag: Follow up
Flag Status: Flagged

The Master Plan Alignment (M-83) is critical to residents of Clarksburg for access to other roadways, and is the most environmentally friendly because of reduced emissions,

thank you for your consideration,
Priscilla Borchardt
Clarksburg

Dinne, John J NAB

From: Vinay Gandla [Vinay.Gandla@hughes.com]
Sent: Wednesday, August 14, 2013 10:25 AM
To: Hwang, Gwo-Ruey (Greg)
Cc: vinay_gandla@yahoo.com
Subject: I support Alternative 9A or Master Plan Alignment of M-83

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir,

Greg Hwang, Project Manager

100 Edison Park Dr., 4th Floor

Gaithersburg MD 20878

Please consider this correspondence as my request to COE/MDE/US Army Corps of Engineers to develop much needed infrastructure to connect Clarksburg with Mid County Hwy - specifically I support Alternative 9A. This I believe will help improve the quality of life of many Clarksburg residents.

Thank You,

Vinay Gandla

23450 Arora Hills Drive

Clarksburg, MD, 20871

vinay_gandla@yahoo.com <mailto:vinay_gandla@yahoo.com>

vinay.gandla@hughes.com <<mailto:vinay.gandla@hughes.com>>

Dinne, John J NAB

From: Bartlett, Maggie (NIH/NHGRI) [E] [bartlettm@mail.nih.gov]
Sent: Wednesday, August 14, 2013 5:49 PM
To: county.council@montgomerycountymd.gov; Dinne, John J NAB;
sean.mckewen@maryland.gov; greg.hwang@montgomerycountymd.gov
Cc: Kathie Hulley; Bartlett, Maggie (NIH/NHGRI) [E]
Subject: [EXTERNAL] Keep to the 9A Plan (Please)

Dear All,

Please consider my request to keep to the original plan for the Mid-county Highway extension. People have known about this road for years. When purchasing a home, a knowledgeable buyer must look at the areas' master plans. Those who did, should not be penalized for those who did not.

Plan 9A includes the following:

- Has a reserved Right of Way assuring no surprises for neighbors, minimal interference with adjacent developments, and no complications from existing traffic during construction. No homes are taken for 9A;
- Has limited access, intersecting only 13 roads and no driveways, assuring safe free-flowing traffic and shortest travel times. Best choice for emergency vehicles;
- Completes the Midcounty Highway, connects together the major upcounty roads into a transportation system that allows easy access between residences, jobs, retail centers, and transit;
- Will relieve congestion on other area roads ranging from I-270 and Rt 355 to small rural roads; and
- Can support an bus lane.

Maggie Bartlett
Boys Resident
301-943-8771 (c)

Dinne, John J NAB

From: George Thomas [gxthomas@comcast.net]
Sent: Wednesday, August 14, 2013 9:34 PM
To: Dinne, John J NAB; sean.mckewen@maryland.gov; greg.hwang@montgomerycountymd.gov
Subject: [EXTERNAL] Fully Support Construction of Alternative 9A or Master Plan Alignment of M83

We are residents of the Arora Hills Development in Clarksburg. This is to express our full support for the construction of M-83 or Midcounty Highway, an important piece of highway between Ridge Road (MD 27) and Montgomery Village Avenue. The roadway will provide a great straight-shot connection from Clarksburg along Snowden Farm Parkway to Shady Grove Road (quick access to Shady Grove Metro Station), Intercounty Connector (or ICC, MD 200), and points east such as I-95, BW Parkway, BWI airport, Annapolis, and Eastern Shore. The roadway will make a big difference in our quality of life, access to regional resources and jobs, general local economic development. We urge you to issue a permit and start construction of this very important segment of highway for the residents of Clarksburg, Damascus, and Germantown.

Thank you.

George Thomas & Mini Varughese

23124 Persimmon Ridge Rd

Clarksburg, MD 20871

301-515 7802

Dinne, John J NAB

From: carrie@intelligentlookup.com
Sent: Wednesday, August 14, 2013 12:01 PM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] Question on Mid County Corridor Study CORPS: CENAB-OP-RMN

I work at 2 Professional Drive and I have a window looking out onto 355. I can always tell when there's an accident on 270 North or South because 355 has as many cars on it as 270. People use 355 as their main North-South alternative to 270. It baffles me that 355 goes from a 6 lane highway from Ridge Road to a 2 lane road by the time you get to Old Baltimore Road.

Maybe I missed it in the presentation or the online video, but which Alternative plan widens 355 to a 6-lane highway from Ridge Road to Stringtown Road? I believe widening 355 in Clarksville to match the capacity handled in Gaithersburg & Rockville is more important than bothering with side roads, especially when funds are limited.

CORPS: CENAB-OP-RMN; MDE Nontidal Wetlands and Waterways: 13-NT-3162/201360802/AI No. 140416

Thanks,

Carrie Scarnati | Sales

Intelligent Lookup Services, Inc.

2 Professional Drive, Suite 212

Gaithersburg, MD 20879-3420

Phone: (240) 243-4457 ext 116

Mobile: (301) 366-8575

<http://intelligentlookup.com/> <<http://www.intelligentlookup.com/>>

LinkedIn Profile: <http://www.linkedin.com/in/carriescarnati>

Dinne, John J NAB

From: rwi3206724@aol.com
Sent: Wednesday, August 14, 2013 2:08 PM
To: Dinne, John J NAB; sean.mckewan@maryland.gov
Subject: [EXTERNAL] Public hearing testimony on CORPS: CENAB-OP_RMN (Mid County Corridor Study) 2007-07102-M15 and MDE Nontidal Wetlands and Waterways: 13; NT; 3162/201360802/AI No. 140416

8/7/13

Addressees:

U.S. Army Corps of Engineers
Baltimore District
Attn: Mr. Jack Dinne, CENAB-OP-RMN
P.O. Box 1715
Baltimore, Maryland 21203-1715
e-mail: john.j.dinne@usace.army.mil

Maryland Department of the Environment
Wetlands and Waterways Program
Attn: Mr. Sean McKewan
160 South Water Street
Frostburg, Maryland 21532
e-mail: sean.mckewan@maryland.gov

Subject:

Public hearing testimony on CORPS: CENAB-OP_RMN (Mid County Corridor Study) 2007-07102-M15 and MDE Nontidal Wetlands and Waterways: 13;NT;3162/201360802/AI No. 140416

Testimony:

How MCDOT biased the Mid-county Corridor Study to Master Plan alternative #9.

1. Did not provide a transit alternative. This guaranteed that only a road will be selected.
2. Limited the study area to only east of I-270 when development to the west is taking place.
3. Said that another major highway is needed east of I-270 to compliment the Great Seneca Highway when we already have MD-355 and certainly do not need another within 1 mile of I-270 and MD-355.
4. Did not point out that you are relieving traffic in a commercial corridor to provide a pass-through in a residential corridor.
5. Only allowed one alternative to be selected, not a combination.
6. Set the public hearing halfway through the 60 day comment period.
7. Set the public hearing in August when most people are on vacation.
8. Required speaker sign-up only at the public hearing at 4:30 PM during normal working hours on a weekday.
9. Did not follow the NEPA process which requires that upgrading of existing alternatives are given a higher priority than building a new highway through an alignment laid-out before the Clean Water Act.
10. Did not explain to the public how wetlands will be degraded but not counted as being impacted.
11. Did not explain to the public how streams are to be modified to accept more runoff from the highway and still maintain water quality.
12. Did not explain to the public how the floodplain will be impacted by loss of forests and wetlands.
13. Did not explain to the public how high quality mature forested wetlands will be mitigated by planting of stick trees elsewhere.

14. Put in a "poison pill", alternative 4 modified, which is excessively wide to generate a lot of resident impact and anger.
15. Did not point out how alternates 5, 8 and 9, will result in 4 failed intersections on lower Mid-county Highway: Woodfield, Washington Grove, Miller Fall and Shady Grove roads.
16. Underestimated the cost of alternative #9 to \$350M when even inflation from the last 1992 estimate (\$256M) would bring it up to \$504M not including the extra bridging, retaining walls, fill, stream relocation, piping, etc. which would bring it much higher.
17. Did not allow EPA to attend the public hearing which indirectly involves air as well as water quality.
18. Did not identify the Wetlands Permit type requested which is apparently some kind of General or Nationwide permit which avoids having an Environmental Impact Statement (EIS) or Environmental Assessment Statement (EAS) which is why DOT is saying the amount of wetlands impacted is less than 1 acre.
19. Did not label the maps displayed at the public hearing to identify:
 - a. International Silent Retreat Dayspring Church in Germantown.
 - b. Normandie II Condominiums in Montgomery Village, one of the most impacted.
 - c. Mislabeled several Stedwick Homeowner Associations in Montgomery Village.
 - d. Important Watershed Tributaries such as Dayspring, Brandermill, and Wildcat.
 - e. Bridges, wetland fill, stream relocation, stream piping, temporary wetland impacts, stormwater management facilities.

Summary:

"Citizens to Save South Valley Park and Whetstone Run" supports alternatives 1, 2 and 5 and opposes alternatives 4 modified, 8 and 9. Alternate 2 provides the best cost benefit choice. We also support transit alternatives, Corridor City Transitway (CCT) and Bus Rapid Transit (BRT). We oppose granting of essentially a Nationwide or General Wetlands permit and also a Water Quality permit based upon the alternates 8 and 9 alignment, stream relocations, wetlands filling, stream piping, inadequate bridging, inadequate stormwater management, degrading of wetland quality and inadequate counting of wetland impact and function. The Seneca Creek watershed is required to reduce Maximum Daily Load (MDL) sediment loading by 45% by 2020 and the master plan alignment would increase this not reduce this. This study should have had an Environmental Impact Statement (EIS) or an Environmental Assessment Statement (EAS) as was done in the 1992 study not an Environmental Effects Study (EEG). The alternate 9 alignment done before the 1972 Clean Water Act should be removed from the master plans. Richard D. Wilder, 9969 Lake Landing Rd. Montgomery Village, MD, 20886 (301) 208-1828

RWi3206724@aol.com

Dinne, John J NAB

From: Ronkirch1@aol.com
Sent: Wednesday, August 14, 2013 2:16 PM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] Transportation routes
Attachments: Dear Mr.docx

Attached recommended route

Dear Mr. Din ne and Mr. McKewen

We strongly support Alternative 9 , Option A (M-83), the Master Plan route.

The right of way has been publicly disclosed and reserved for development since the 1960s.

Many of us made our shortest and safest travel time; safest bike and pedestrian path; fewest intersecting roads and driveways (13);no residences lost; and less than one acre of wetlands displaced.

We cannot further delay choosing this Alternative. Our traffic is the worst in the nation and will only get worse. Other alternatives will provide only small adjustments to the traffic congestion. We have to look at this as the completion of a traffic system. Further delay completing the Midcounty Highway will ensure traffic gridlock in that area and on all the corridors from Clarksburg down county.

We believe that Alternative 9, Option (A) makes the most sense of all the Alternatives. Option A , the original Master Plan for the terminus, is the Master Planned route and does not encroach on the Agricultural Reserve.

Thank you.

Sincerely,

Ron and Anne Kirchoff

21040 Brink CT.

Gaithersburg MD.

Dinne, John J NAB

From: Helen van Terheyden [helen@vanterheyden.com]
Sent: Wednesday, August 14, 2013 2:46 PM
To: Dinne, John J NAB
Subject: [EXTERNAL] Stick With the Original Master Plan

Attn: Mr. Jack Dinne
CENAB-OP-RMN
P.O. Box 1715
Baltimore, MD 21203-1715

Dear Mr Dinne,

I strongly oppose Alternative 4. 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 the impediments of many individual driveways and multiple intersecting roads it will produce manufactured gridlock and much disruption to individual homeowners, businesses and everyone driving in our area. This in turn will generate excessive air pollution and carbon dioxide emissions detrimental to nearby residents and church schools.

I also strongly oppose Options B and D of Alternative 9. These options will devastate several homes located on or near Brink Road and adversely impact the Agricultural Reserve.

I strongly support Alternative 9, Option A. Completion of the Midcounty Highway along the Master Plan route has numerous advantages: All adjacent communities were developed and occupied with full knowledge of this roadway so there is minimal interference with these communities and existing roads. It will allow efficient traffic flow, minimizing travel time, and 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.

Alternative 4 will intersect 35 existing roads, cross 90 driveways and require four high-volume multi-lane right angle traffic turns. Alternative 9, Option A (M-83) will not displace homes, intersects only 1 driveway and 11 existing roads, and is configured for smooth traffic flow. I therefore support building M-83 along the original MasterPlan route.

The County created a plan and all development, purchases and planning was based on that plan - there is no basis for changing this plan which will create more traffic, pollution and environmental damage to existing communities. Stick with the plan.

Sincerely,

Helen van Terheyden

Resident: 9204 Huntmaster Road, Laytonsville, MD 20882

Dinne, John J NAB

From: barkerjon@msn.com
Sent: Wednesday, August 14, 2013 3:03 PM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Cc: greg.hwang@montgomerycountymd.gov; county.council@montgomerycountymd.gov; oicemail@montgomerycountymd.gov
Subject: [EXTERNAL] Mid-County Highway Alternative 4

Dear Mr. Jack Dinne and Mr. Sean McKewen:

It is with my strongest recommendation and voice that you turn down and do not implement Alternative 4, which offers minimal benefits for reducing traffic congestion, improving safety, enhancing mobility, accommodating planned growth, providing utilitarian bike and pedestrian lanes and improving the quality of life.

Furthermore, lane expansion to 4 and 6 lanes at the choke point Wightman Road and Montgomery Village Avenue to include two 5.5 foot on street bike lanes, a 10 foot wide shared path, a side walk with a divided highway does not appear to be feasible. A visual examination and measurement of the intersection does not allow incorporation of the expansion. Frankly, the robust plan has tremendous negative effects rather than the stated moderate effects used to measure the plan's viability.

Lastly, Alternative 4 does not provide the catalyst for connecting business centers and promoting business growth as stated in the transportation need.

Sincerely,

Jon Barker

Dinne, John J NAB

From: Joe [Joe@autosealtech.com]
Sent: Thursday, August 15, 2013 9:59 PM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] M-83

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

Unlimited Disk, Data Transfer, PHP/MySQL Domain Hosting
<http://www.doteasy.com>

Dinne, John J NAB

From: Catherine Hekimian [cathyhekimian@comcast.net]
Sent: Thursday, August 15, 2013 11:20 PM
To: Dinne, John J NAB
Subject: [EXTERNAL] Mid-County Corridor Alternatives written comments

US Army Corps of Engineers

Baltimore District

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

PO Box 1715

Baltimore MD 21203-1715

Dear Mr. Dinne:

I strongly support the permit application for the Master Plan alignment of M-83 (Alt. 9, Option A). It is the only option that will improve traffic flow safely and efficiently and won't negatively impact the "human" environment. Options B & D both destroy a home. [Option B destroys wells or septic for about 15 homes along Brink Road and in some cases that could result in the loss of homes. Option D intrudes through and takes land from the Agricultural Reserve, which would set a precedent for the taking of Ag Reserve land for purposes other than agriculture.]

The Master Plan alignment would have fewer obstacles than trying to "retrofit" existing roads, such as is proposed in Alternative 4 Modified. Existing roads with homes, and consequently dozens of driveways and school bus stops, would cause a myriad of safety problems if these roads were turned into 4-lane highways with 50-mph speed limits. [I can't even imagine the terrible effect to traffic and residents during the months or years of construction alone. But then once it is finished, Alternative 4 Modified would cause virtually everyone living on the widened roads to have to go right out of their driveway, then make a U-turn to go left. They'll have to go past their house and make a U-turn instead of being able to make a left turn into their driveways. As a resident of Brink Road it would affect me, but my point is not that it would just affect me: It will affect every family along the widened roads. Ninety driveways, according to the Draft Environmental Effects Report. All these U-turns would use more gas, as well as our cars idling while we wait for an opening in two or three lanes of oncoming traffic before we can make our turns, as opposed to the one lane of traffic we cross now.

The current stretch of Midcounty Highway is a great smooth-moving road until it abruptly ends at Montgomery Village Ave. A limited access highway is exactly what is needed to continue the safe and efficient flow of high-volume traffic with minimal interference from existing roads and none from private driveways. Alternative 4 has been projected to impact 90 driveways. Ninety! That is not acceptable. Alternative 4 also would impact 25 unsignalized intersections in that same span, and 13 signalized intersections. 128 access points. This will not promote

safe, efficient, high-volume 50-mph traffic flow. This will waste fossil fuels and be more dangerous for drivers, pedestrians, and residents.

For the safest, most efficient, smooth flowing option for motorists, please approve the permit application for Alt. 9 (Option A). That road will minimize intersections, potential pedestrian-related accidents, and impact on school bus stops, which I believe would be much safer for everyone involved. The resulting smooth-flowing traffic will minimize air pollution and carbon emissions as well as reduce gas consumption. Healthier air, safer people, and reduced gas consumption: Isn't this what we should be striving for? But instead we are looking for options because we don't want to cut down trees that grew in the Master Plan right of way, designated in the 1960's? The trees grew because the area was reserved from development. Because M-83 was supposed to be built there! So let's build it. The Master Plan alignment has been planned for and makes sense. It gives us the efficient north/south route we need.

For 30 years the Midcounty Highway has provided excellent access from Montgomery Village to Metro, downcounty roads and recently the Intercounty Connector. M-83's Master Plan route will extend this benefit to the rest of the upcounty. M-83 is needed to relieve congestion on 355 and I-270 and the need only gets greater with the development of the Clarksburg/Germantown/Damascus areas.

Why is Alternative 4 Modified even still an option, when it will be more dangerous for drivers, pedestrians, and residents, gives us no real benefit in commuting time and would use more fossil fuels? Please do not approve a permit application for this option. This alternative is made up of rural routes that are distant from the transportation corridor, that are near and crossing streams. In places this route is prone to flash flooding which would only get worse if you more than double the amount of impervious surface with four lanes of road, a sidewalk, and a multi-use path.

If you are looking to improve safety and fuel efficiency on the roads, as well as accommodate future growth, you should rule out Alternative 4 modified and stick with the Master Plan alignment (Alt. 9, option A.) It would be the preferred alternative for fuel efficiency because of reasons stated above, and because it could support a designated bus lane.

I am strongly opposed to the permit application for Alt. 4 Modified. It adds over seven acres of impervious surfaces to areas that are already prone to flash flooding, thereby making the flooding risk worse. More residents will have unacceptable levels of noise (417 homes) because the route runs right next to so many homes, schools, and churches.

With Alt. 4 Modified, water quality in our wells on Brink Rd. and other roads that are widened will suffer because of increased runoff from the four-lane highway. It will be the least safe, and with the longest travel time. It is the worst alternative for the "human" environment.

Please do not approve a permit for Alt. 4 Modified.

Thank you very much for your time and consideration.

Catherine Hekimian

10501 Brink Rd.

Germantown, MD 20876

PS: Development rose up around the M-83 right-of-way in anticipation of the road being built to the Master Plan route. M-83's construction has been assumed in all upcounty development planning and approval. Changing the project alignment will be more troublesome to the county and to the affected county residents. M-83's Master Plan right-of-way has been mapped, reserved, advertised and marked on the ground. Efforts have been made to disclose the right-of-way to those who chose to live near it. Please don't penalize residents who consulted the Master Plan before they purchased their property.

✓
Dinne, John J NAB

From: democrat53@verizon.net
Sent: Thursday, August 15, 2013 10:31 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: midcounty corridor

Follow Up Flag: Follow up
Flag Status: Flagged

Hi

I am Kirk J Holub, 23933 Stringtown Rd Clarksburg, md 20871. I have lived in Clarksburg for almost 30 years. I have been aware of M-83 for those 30 years. I am in favor of building the mid county highway rom Montgomery Village to Clarksburg. I vote for alternative 9. Thank you
Kirk J Holub

Dinne, John J NAB

From: wthompson2@verizon.net
Sent: Thursday, August 15, 2013 10:05 PM
To: Dinne, John J NAB; Sean.Mckewen@maryland.gov; ourggca@hotmail.com
Subject: [EXTERNAL] Ccomments on the Midcounty Corridor Study, Montgomery County

Dear Mr. Dinne and Mr. Mckewen:

My husband and I are writing to you to advise you of our support for the current Master Plan, Alternative 9A.

We have been residents in our home (11013 Treva Ct. Germantown, MD) for over 30 years and have watched the development of Germantown and Clarksburg spoil the beautiful country surrounding us.

Fiscally speaking, the master plan would be the most prudent for the county as the land is already paid for.

We want the county to continue its support in protecting the Agricultural reserve. We believe the aforementioned alternative will do just that. We respectfully request that you support this effort going forward. Thank you.

Sincerely,

William L. and Mary Ann Thompson

Dinne, John J NAB

From: Robin Horner [robinhorner@verizon.net]
Sent: Sunday, August 18, 2013 2:44 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

I have lived in and around Montgomery Village since 1979. I was informed about M83 at that time. The county has waited TOO LONG communities are well established. BESIDES the REAL need now-2013- is Route 27 - and there is nothing on the table for this MAJOR traffic area - yet the CO continues to give building permits without roads.

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 neighborhoods.

There are many reasons to oppose this project. 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.

Please widen #355 above Father Hurley and widen Rt 27 to 6 lanes NOW - not 40yrs from now.

Sincerely,
Robin Horner

Robin Horner
20465 Watkins Meadow Dr
Germantown, MD 20876

Dinne, John J NAB

From: Miriam Lieblein [miriamwalks@yahoo.com]
Sent: Sunday, August 18, 2013 3:48 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

Miriam Lieblein
Grassy Knoll Ter
Germantown, MD 20876

Dinne, John J NAB

From: Robin Horner [robinhorner@verizon.net]
Sent: Sunday, August 18, 2013 2:44 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

I have lived in and around Montgomery Village since 1979. I was informed about M83 at that time. The county has waited TOO LONG communities are well established. BESIDES the REAL need now-2013- is Route 27 - and there is nothing on the table for this MAJOR traffic area - yet the CO continues to give building permits without roads.

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 neighborhoods.

There are many reasons to oppose this project. 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.

Please widen #355 above Father Hurley and widen Rt 27 to 6 lanes NOW - not 40yrs from now.

Sincerely,
Robin Horner

Robin Horner
20465 Watkins Meadow Dr
Germantown, MD 20876

Dinne, John J NAB

From: Miriam Lieblein [miriamwalks@yahoo.com]
Sent: Sunday, August 18, 2013 3:48 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

Miriam Lieblein
Grassy Knoll Ter
Germantown, MD 20876

✓

Dinne, John J NAB

From: gregory kemp [gvkemp@hotmail.com]
Sent: Sunday, August 18, 2013 9:36 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

Please reject the permit application for M83, the Midcounty Highway Extension. An excess of roads is not the answer. Not only will the project threaten highly valued green areas, but it is but another backwards step in solving transportation issues. It is time that we show some sense and do something that will change the culture of urban sprawl. Public transportation is one option. No new road is another. What will happen without M83? It will force people to make smarter transportation decisions. Montgomery county is a leader in so many ways, why not be a leader here.

I use the green areas which would be damaged by some of the road options three or more times per week. This includes running, hiking, mountain biking, and canoeing. These areas are genuine treasures. I cannot believe that there are not smarter alternatives.

Although I am against any M83, the only decent choice (if a choice must be made) is Alternative 2. I am against it overall, but I do see it as best of the options being considered. Keep the traffic to the existing traffic corridor. Protect our precious resources.

Signed,
Gregory Kemp

gregory kemp
20309 sandsfield ter
germantown, MD 20876

Dinne, John J NAB

From: Andrea Butler [andrea.p.butler@gmail.com]
Sent: Sunday, August 18, 2013 12:57 PM
To: Dinne, John J NAB; Sean.Mckewen@maryland.gov
Cc: Greg.Hwang@montgomerycountymd.gov; oicemail@montgomerycountymd.gov
Subject: [EXTERNAL] Midcounty Corridor study - M83

Mr. Dinne and Mr. McKewen:

I (Andrea Butler) had a chance to speak at the Public Hearing on August 7th, and very much appreciate your time and attention to the issues raised during this study.

David and I, along with our daughter, Olivia, live at 21112 Kaul Lane, Germantown, MD which is located on the corner of Brink Road and Kaul Lane. As I said at the Public hearing and every chance we've had the opportunity to be heard, my family is OPPOSED to Alternative 4. As I discussed, this Alternative raises so many issues, and safety is one of the key problems. There are no street lights planned for the many entrances to Brink Road from cup-de-sac communities and driveways. We'd have to make right hand turns into traffic. School bus stops would be compromised. We have no other entrance or exit from our homes. In addition, most, if not all, of the homes have well and septic. This issue has not been fully vetted in any of the studies that we've seen to date. It is not clear if affected wells and septic would be replaced or whether the County plans to run public water and sewer. We will not go into all the details as many of these issues were outlined at the public hearing and previous correspondence.

However, it is important to note that something must be done in this area. The Clarksburg community was planned and built without first creating the roads needed to accommodate approximately 40 to 45 thousand people (the estimated population). The 2 lane roads (Rt 355 and Rt 27) are not sufficient to handle the traffic created by these communities. There are 2 public schools (Rocky Hill MS and Clarksburg HS) and now one private school (Godard School) along the Rt 355 corridor. Traffic nearly stops during the hours beginning and ending school which coincide with rush hour traffic. I strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options.

The Master Plan development anticipated the need for a highway for local traffic. The Western Arterial road has been built - Great Seneca Highway. It is now urgent to complete the Eastern Arterial - Midcounty Highway and Snowden Farm Parkway. This will give us an efficient and safe road system extending from the far northwest corner of Clarksburg to Shady Grove and the ICC. But its most important feature is a design that ties together all of the major local roads into a system allowing local residents to easily move to local jobs, shopping, schools, etc. The missing link in this system is the gap in the Midcounty Highway between Montgomery Village Ave. and Rt. 27. The different Alternatives proposed to close this gap differ greatly in their effectiveness.

Most importantly, the Master Plans has been in existence for nearly 50 years. The residents of this area have been on NOTICE that this road was to be built. The land remained undeveloped BECAUSE it was meant to be used to build a road. We cannot ignore that even 50 years ago it was known that this road would be a necessity.

We urge your support of Alternative 9A - The Master-Planned completion of the Midcounty Highway

This completes a transportation system that will:

- 1) Provide safe, rapid, high-volume traffic on a reserved, limited-access right-of-way that has been protected from interference from neighboring developments.
- 2) Does not destroy houses or businesses and passes through communities that were planned to accommodate the road.
- 3) Ties together the other major local roads relieving their congestion and providing efficient transportation between area residences, jobs, and retail centers.
- 4) Completes a continuous, limited-access highway from the far northwest corner of Clarksburg to Shady Grove and the ICC.
- 5) Can accommodate an express bus lane for high-volume rapid transit.
- 6) Moves traffic efficiently and quickly to save personal time and carbon dioxide emissions. Its connections with other local roads extend these benefits area wide.
- 7) Adverse effects on wetlands have been minimized. Trees along the right of way are 50 years old because the land was set aside fifty years ago for this purpose. Please do not condemn a much-needed arterial because it was planned for in advance.

I urge you to reject Alternative 4 - Brink, Wightman, Snouffer School and Muncaster Mill Roads.

The established communities along this route were never planned nor developed to accommodate a 4 and 6 lane divided highway. The consequences would be huge community damage, high collision risk, traffic encumbered by the existing community structures, slow stop and go traffic, economic and environmental catastrophe to the community, destroy historical areas and no closure of the gap in the Midcounty Highway.

We thank you for your time and consideration.

Andrea and David Butler

Dinne, John J NAB

From: Craig Smith [marycraig1@msn.com]
Sent: Sunday, August 18, 2013 2:24 PM
To: Dinne, John J NAB
Cc: greg.hwany@montgomerycountymd.gov
Subject: [EXTERNAL] support for Alt 9 (A)...

To Whom It May Concern:

In making the decision about which route to choose to build, it seems like the agencies ought to take a step back and read their own EER report, and answer this question: "Given today's already horrible traffic, and projected traffic in the future, what is the best alternative to address the County's longterm traffic problems?" That is the question. Not who can make the most noise, not who can get the greatest number of emails from inside and outside the county, but given all the data gathered in the report, what is the best route? Each Alternative has some problems, but on the whole it is clear that Alternative 9 (A) is that choice. We need to build Alternative 9 (A). Not kick the can farther down the road so that more issues and impacts will arise. The people of this county deserve to finish the road they started. Alternative 9 (A).

You can plant more trees, You can mitigate wetlands. You can pipe streams.

As the first speaker said at the hearing after giving the history, "Just build the road." We have waited long enough. Just build Alternative 9(A).

Sincerely,

Craig L. Smith

Dinne, John J NAB

From: Miriam Lieblein [miriamwalks@yahoo.com]
Sent: Sunday, August 18, 2013 3:41 PM
To: Dinne, John J NAB
Subject: [EXTERNAL] M-83 project

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

Dinne, John J NAB

From: Bruce Sklar [spirit805@aol.com]
Sent: Sunday, August 18, 2013 5:06 PM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Cc: greg.hwang@montgomerycountymd.gov
Subject: [EXTERNAL] Alternative 4

Dear Gentlemen:

Once again I ask, no I deplore, you to remove Alternative 4 from the Mid-County Highway Development Plan. NO OTHER ALTERNATIVE IS AS COSTLY OR AS DISRUPTIVE TO HOMEOWNERS AND THEIR PROPERTY. The environment and wetlands are obviously consideration worthy, but NOTHING should come before the the rights and well being of citizens. I and my neighbors have worked our entire lives to ensure the happiness and a stable environment for our families, and no individual or government agency should have the right or authority to destroy this dream because of poor transportation/ land planning. The passage of Alternative 4 would have a devastating effect on close to 40,000 people who call Montgomery Village home.

Please on behalf of of home and property owners located in Montgomery Village put an end to the nightmare of Alternative 4.

Thank You

Bruce Sklar, CPM
9 Bethany Court
Montgomery Village, MD

Dinne, John J NAB

From: pmsau@aol.com
Sent: Sunday, August 18, 2013 8:22 PM
To: Dinne, John J NAB
Cc: sean.mckewen@maryland.gov
Subject: [EXTERNAL] M 83

We support Alternative 9 A (M-83), the Master Plan.

Denver Saunders
Peggy Prather Saunders
9520 Wightman Road
Gaithersburg, MD 20879

Dinne, John J NAB

From: jean Gendron [jg0716@verizon.net]
Sent: Sunday, August 18, 2013 8:34 PM
To: Dinne, John J NAB
Subject: [EXTERNAL] Re: M-83

Dear Mr. Dinne of US Army Corps of Engineers,

I urge you to reject the permit application about M-83, especially Alternatives 4, 8 and 9. These would negatively

Impact our wetlands, and bring noise, traffic and pollution to our neighborhood.

Thank you. Jean Gendron, 10307 Watkins Mill Drive

Montgomery Village, MD 20886-3950

Dinne, John J NAB

From: Slingerland63 [slingerland63@yahoo.com]
Sent: Sunday, August 18, 2013 9:00 PM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] Oppose M-83 Options Except No. 2

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 trafic 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 responsibilty 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
slingerland63@yahoo.com

Dinne, John J NAB

From: Sent from John and Cindy [jcreilly628@verizon.net]
Sent: Sunday, August 18, 2013 10:25 PM
To: Dinne, John J NAB
Subject: [EXTERNAL] Alternative 9A

Dear Mr. Dinne,

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

Sincerely,
Cynthia D. Reilly
21410 Blunt Road
Germantown, MD 20876

301-908-2730

Dinne, John J NAB

From: Drew Essig [Dcessig@hotmail.com]
Sent: Sunday, August 18, 2013 3:05 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,

Drew Essig

Drew Essig
10708 misty moon pl
Germantown, MD 20876

Dinne, John J NAB

From: Amira Nassar [anassar13@gmail.com]
Sent: Sunday, August 18, 2013 12:51 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

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,

Amira Nassar
20361 Watkins Meadow Drive
Germantown, MD 20876

Dinne, John J NAB

From: Cynthia Tiren [tirenfamily@verizon.net]
Sent: Sunday, August 18, 2013 8:40 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

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,

Cynthia Tiren
20313 Sandsfield Terrace
Germantown, MD 20876

Dinne, John J NAB

From: Frank Bloom [fmbloom@aol.com]
Sent: Sunday, August 18, 2013 8:17 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

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,

Frank Bloom
10725 wayfarer rd
germantown, MD 20876

Dinne, John J NAB

From: Linda Sterling [lstering21@verizon.net]
Sent: Sunday, August 18, 2013 8:06 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

Other than the obvious environmental impact, existing neighborhoods would be divided and destroyed. The problem seems to lie in access to the new developments in Clarksburg. Why should the residents of Gaithersburg and Germantown sacrifice their homes and communities to accommodate a community where poor planning and greed on the part of the builders created this problem? The gridlock is in Clarksburg, not Germantown and Gaithersburg. Take a trip up there during rush hour and see how long you sit on 355 once it narrows down to one lane. Take a look at Route 27, which cannot accommodate the traffic generated by all the commuters. I feel for the residents of Clarksburg, but not enough to sacrifice my neighborhood for theirs.

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.

Signed,

Linda Sterling
20508 Watkins Meadow Dr
Germantown, MD 20876

Dinne, John J NAB

From: Craig Tiren [thetirens@gmail.com]
Sent: Sunday, August 18, 2013 7:46 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

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,

Craig Tiren
20313 Sandsfield Terrace
Germantown, MD 20876

Dinne, John J NAB

From: Carla Magdamo [Cgmpsu91@verizon.net]
Sent: Sunday, August 18, 2013 7:18 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

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,

Carla Magdamo
20357 Watkins Meadow Dr
Germantown, MD 20976

Dinne, John J NAB

From: Dana Berg [msdanaberg@gmail.com]
Sent: Friday, August 02, 2013 2:22 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

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,

Dana Berg
7413 Indruff ct. Bethesda, MD
Bethesda, MD 20817

Dinne, John J NAB

From: Drew Essig [Dcessig@hotmail.com]
Sent: Sunday, August 18, 2013 3:05 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,

Drew Essig

Drew Essig
10708 misty moon pl
Germantown, MD 20876

Dinne, John J NAB

From: FRFESS@aol.com
Sent: Saturday, August 17, 2013 10:33 AM
To: Hwang, Gwo-Ruey (Greg)
Cc: rfess@aol.com
Subject: Master - Planned M - 83 With Alternative 9 A

Follow Up Flag: Follow up
Flag Status: Flagged

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

Dear Greg:

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

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

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

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

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

1.) Adverse effects on the wetlands have been minimized. Trees along the right - of - way are 50 years old BECAUSE the land was set aside for M - 83, were not cut back and are now being used as an excuse to alter the Master Plan.

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

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

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

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

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

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

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

Sincerely,

Thomas and Anne Fessenden
21525 Davis Mill Road
Germantown, MD 20876 - 4419

Dinne, John J NAB

From: Mark Firley [mjfirley@gmail.com]
Sent: Saturday, August 17, 2013 10:58 AM
To: greg.hwang@montgomerycountymd.gov; aruna.miller@montgomerycountymd.gov; county.council@montgomerycountymd.gov; oicemail@montgomerycountymd.gov; Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] Forwarding letter from Edna Miller re: M83
Attachments: 20130814 Edna Miller Letter.pdf

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.i.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.