

Date: August 19, 2013
To : Sean McKewen, sean.mckewen@maryland.gov,
Cc: Ike Leggett, County Executive, ocemail@montgomerycountymd.gov,
MC Council county.council@montgomerycountymd.gov, Aruna Miller, Planning Manager,
aruna.miller@montgomerycountymd.gov, Jack Dinne, john.i.dinne@usace.army.mil, Adam Fogel,
adam.fogel@montgomerycountymd.gov, Ken Silverman ken.silverman@montgomerycountymd.gov
From: **Edna Miller**, Montgomery County resident since 2002, Condominium owner residing at
19317 Club House Road, Unit # 104, Montgomery Village, MD 20886
Subject: 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)

Dear Sean,

Thank you for taking the time to call me. This email is per our conversation on the phone today, I hope it serves as your reminder about the contradictions in the original Gaithersburg Master Plan.

Did the Montgomery County bureaucracy want to confuse the residents living in the East Gaithersburg area? Montgomery County bureaucracy is referencing the original Gaithersburg Master Plan as their governing credential, in the application process, when requesting permits from the MDE and the USACE (to build one of the Alternatives for M-83). They appear to want to confuse and ignore the impact on Montgomery Village residents by drawing attention to an outdated road planning concept as their reasoning to build the road known as M-83.

For the County to promote building the M-83 according to this document, would mean in today's context of 40,000 plus residents living here, they are willing to sacrifice residential home ownership upon the transportation alter of a Montgomery County rotary that funnels peak hour commuter transportation twice a day five days a week through this village. Depressing our property values by building this road according to the original Gaithersburg Master Plan, and running it through the Village will not help the County's tax base or the County's Budget expenses.

Instead of supporting the development of transit (a modern transportation concept called the Rapid Transit Vehicles) for the Gaithersburg East Master Plan (Up County), the County bureaucracy drags out an outdated document. By referencing the original Gaithersburg Master Plan, they are saying they plan to destroy residential neighborhoods, encourage motor vehicle dependency, and contamination to wetlands and the air with automobile & truck pollutants going forward. The development of M-83 under the original document demonstrates another aspect of this destructive quality upon the parks (Seneca Creek), streams and open spaces during its construction.

The county bureaucracy has not given their support for County transportation maintenance for existing roads and bridges that are fifty years old, but they now want to give support to a fifty years old document.

By dragging out the original Gaithersburg Master Plan, the County bureaucracy will box Montgomery Village residents into a 'peak commuter rotary' on a map, by the construction of overbearing and multiple road development projects dissecting the heart of this planned community:

- a) Widening Goshen Road (north south road in Montgomery Village) to the right of Montgomery Village Avenue facing north
- b) Opening of I-270 Exit 12 (includes a MD State funded bridge across I-270 entering a modern mixing bowl at Exit 12) bringing peak commuter traffic (1,500 cars per hour) onto Route 355 and Watkins Mill Road. Watkins Mill Road (a north south road through Montgomery Village) twists around to Route 118 in Germantown, passing four Montgomery County Public (Elementary, Middle and High) Schools to the left of Montgomery Village Ave, and
- c) Road development of M-83 (extension to Mid-County Highway) by a fifty years old planning concept, written before the construction of the Montgomery Village community, before laws passed to protect the wetlands and preserve clean air and before the amendments, changes, deletions, corrections and divisions of this document.

The county bureaucracy leaves the impression they want to build your Permitting approvals, without recourse by the citizenry, into the Gaithersburg East Master Plan. The Gaithersburg East Master Plan review schedule delayed by the County for the people living in the area east of Route 355 is now in 2014.

This original Gaithersburg Master Plan plans to destroy the wetlands, the environment and the Village.

Dear Mr Jack Dinne and Mr Sean McKewen,

I sat through the hearing at Seneca Valley High School on Wednesday, August 07, 2013 and wanted to provide final input and comment to the hearing

Clearly the one item the room could overwhelmingly agree on the night of the hearing was that Alternate 4 Modified is the least desired and it has the greatest impact. It funnels traffic through communities that were never built to handle such a level of traffic. The width of planned road does not reasonable fit between existing homes and will greatly impact the quality of life in those communities.

The problem with Alternate 1, 2, 5 is that it does not solve the future problem. Unless the county decides to stop the Clarksburg development these alternatives assume most of the traffic will join 355, which will not be able to handle the long term load even with the limited improvements suggested. Intersections like 355 and Montgomery Village Ave are already failing many times during the work week and weekend, requiring sometimes 3-4 light cycles to get through. Rescue vehicles coming from the fire station must travel up the wrong side of Montgomery Village as the traffic is in gridlock and cannot move out of the way. The projected volume of traffic to be added from already approved future development will overburden these roads.

The result of Alternate 1, 2, 5 is that traffic will actually find alternate 4. Given the location of main roads planned for Clarksburg traffic will come out to Route 27 near Brink Road and a large volume of the traffic, not going to go to I-270, will take roads along alternate 4 to get down county or to the ICC. So these alternates will indirectly greatly impact communities along Brink, Montgomery Village Ave, Goshen, Wightman and Snouffer School Road. Individuals from these communities pushing for alternatives 1, 2, 5 will actually get what they most don't want – Alternate 4 traffic without any improvements. Potentially worse impacts than Alternate 4.

That leaves Alternate 8 and 9. Alternate 8 actuals impacts 355 where it is currently failing already and makes absolutely no sense. This leaves you with Alternate 9 as the only remaining real option short of stopping all planned development in Clarksburg. Alternate 9 has been known for decades for anyone who has made a reasonable effort to find out about future road plans. It was on the sales plans for Montgomery Village and other new communities along its path and has been marked by signs for close to a decade.

That said, every effort should be made to minimize the impact to wetlands, parks and communities along the roads path during and after construction.

I thank you for your time,

J. Kyle Ackerman
8525 Churchill Downs Rd
Laytonsville, MD 20882

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."

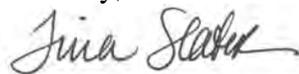
Regarding tonight's hearing, the most pressing issue about constructing M83 is the potential impact on wetlands and aquatic resources. In addition to wetland impacts, construction of M83 could destroy acres of forest, park land, and prime farmland.

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

Action Committee for Transit

www.actfortransit.org

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

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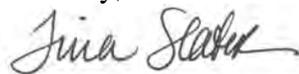
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Tina Slater, President
Action Committee for Transit

www.actfortransit.org

slater.tina@gmail.com

301-585-5038

Laura Adkins

140sandals@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 7:20 PM

This message may not have been sent by: 140sandals@gmail.com

Dear Mr. McKewen,

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

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

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

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

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,

Laura Adkins
3918 Angelton Court
Burtonsville, MD 20866

Carol Agayoff

cagayoff@aol.com

[Hide details](#)

To:



Date: August 20, 2013, 2:41 PM

Dear Mr. McKewen,

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

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Signed,

Carol Agayoff
13300 Bluebeard Terrace
Clarksburg, MD 20871

William Agnostak

billagnostak@mrisc.com

[Hide details](#)

To:



Date: August 2, 2013, 2:26 PM

Dear Mr. McKewen,

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Less Density = Less Crime = Less Traffic= Less Pollution=Less Sick Days...Quit Over-Building...It's Montgomery County....NOT Montgomery City!

Signed,

William Agnostak
2 Joshua Tree Ct
North Potomac, MD 20878

aldouses@aol.com

aldouses@aol.com

[Hide details](#)

To:



Date: August 21, 2013, 11:58 PM

Dear Mr. Dinne & Mr. McKewen,

Please add my name and address to the list of those who support Alternative 9A (M 83).

As a resident of the upper county for more than forty years I have lived with the changes in the area and watched and waited for the roads described in the area's Master Plans. Many of us were convinced that the development of Clarksburg would finally bring the necessary changes to the transportation network . And still we wait.

I live on Watkins Road, which like many other area roads, was never designed to carry the traffic loads with which we now live.

Ann H. Aldous

10,100 Watkins Road

Gaithersburg MD 20882

Don Allen

dca1789@yahoo.com

[Hide details](#)

To:



Date: August 1, 2013, 5:14 PM

Dear Mr. McKewen,

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

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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,

Don Allen
4400 East West Hwy #512
Bethesda, MD 20814

Feisal Alykhan

alykhan1789@hotmail.com

[Hide details](#)

To:



Date: August 2, 2013, 6:38 PM

Dear Mr. McKewen,

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

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Signed,

Feisal Alykhan
10201 Douglas Avenue
Silver Spring, MD 20902



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

Reject M83 (Midcounty Highway Extended)

Anne Fay (Ambler) <anambler@gmail.com>

Thu, Aug 1, 2013 at 11:27 AM

Reply-To: anambler@gmail.com

To: sean.mckewen@maryland.gov

Dear Mr. McKewen,

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

Diacorda Amosapa

diacorda@gmx.com

[Hide details](#)

To:



Date: August 3, 2013, 4:29 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. Your leadership in supporting a vision of long-term sustainable transportation would greatly benefit our shared community.

I am troubled by several key environmental and community issues related to this proposed project. 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 also divide existing communities, which is something I am particularly concerned about, not to mention other associated avoidable air pollution and its health impacts and noise impacts.

One other pressing issue about M83 is the potential impact on wetlands and our aquatic resources. Let's please keep in mind some of the important functions that wetlands serve for our community.

The crucial and practical value of wetlands can sometimes get lost in all the details. Wetlands feed and filtrate downstream waters and groundwater supplies, which directly or indirectly make up our precious drinking water. They also help to reduce the damaging impact of flooding. Lost wetlands can result in our county having to needlessly sypon more money into drinking water treatment and increasing costs to residents for flood insurance.

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

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There are many reasons to oppose this project. 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.

Sincerely,

Diacorda Amosapa

Diacorda Amosapa
4915 Boiling Brook Pkwy
North Bethesda, MD 20852

mary anders

marypanders@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:47 AM

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

Dear Mr. McKewen,

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same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,

mary anders
4 Guy Court
Rockville, MD 20850

Dave & Linda Anderson

dlanderson39@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 12:36 AM

This message may not have been sent by: dlanderson39@gmail.com

Dear Mr. McKewen,

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

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

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

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

Signed,

Dave & Linda Anderson
8308 First Avenue
Silver Spring, MD 20910

Fenwick Anderson

fenwickanderson@starpower.net

[Hide details](#)

To:



Date: August 2, 2013, 1:39 AM

Dear Mr. McKewen,

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

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

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

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

Signed,

Fenwick Anderson
8319 Roanoke Ave.
Takoma Park, MD 20912

Rosemary Arkoian

rarkoian@hotmail.com

[Hide details](#)

To:



Cc:



Date: August 19, 2013, 11:03 PM

Dear Mr. Dinne and Mr. McKewen,

Although I testified at the Public Hearing re the Midcounty Corridor Study on August 7th, I felt I needed to email you with a few more comments. I am **STRONGLY OPPOSED** to **ALTERNATIVE 4** and I am even more **STRONGLY FOR COMPLETION** of the **ORIGINAL MASTERPLAN** for M-83, **ALTERNATIVE 9, OPTION A**.

This road has been in the MasterPlan since 1964 (my husband and I checked on this before we bought our home in 1978) and we realized this road would complete a traffic system for the Upcounty (now numbering @300,000 people). The right of way has been publicly disclosed and reserved from development, the wetlands impact is now less than 1 acre, and Snowden Farm Parkway is now being built, leaving a mere 5.7 miles gap or "hole" from the already completed Midcounty Corridor from Shady Grove Road to Montgomery Village Avenue to Snowden Farm Parkway. The **TIME** is **NOW**---we can't afford to wait any longer!! We're drowning in traffic, air pollution has increased, and transit (which is also needed) is far off. We must do what is in the best interests of "the greater good" and not be swayed by a few, vocal individuals (many of whom do not even live in Montgomery County or pay taxes here). The **NO BUILD** option is not a viable, credible solution---it does **NOTHING** to help us!!

As I sat through the entire Public Hearing (from 6:30 pm to @ 11:00 pm), while I understood some of the comments from the "opposition", I just couldn't help feel that there was a lot of "smoke and mirrors" being tossed about. I implore you to issue the permits to get on with this very long overdue road. I repeat what I said at the Hearing, "**TRUST**, but **VERIFY** what you heard". Also, as President FDR said, "**REPETITION DOES NOT TRANSFORM A LIE INTO A TRUTH**".

THANK YOU VERY MUCH for your time and consideration of this extremely important matter. I sincerely appreciate it.

Rosemary O. Arkoian
20816 Bell Bluff Road
Gaithersburg (Goshen), MD 20879-1112
rarkoian@hotmail.com

Elizabeth Ashburn

elizabeth.ashburn@gmail.com

[Hide details](#)

To:



Date: August 3, 2013, 10:12 AM

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

Dear Mr. McKewen,

I strongly 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 it comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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

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

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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 Ashburn
21000 Father Hurley Blvd
Germantown, MD 20874

Tatay@worldbankgroup.org

[Hide details](#)

To:



Date:

Good Afternoon,

As a lifelong resident of The Goshen Area, I support the master plan route 9(A) for the M-83 and strongly oppose the Alternate 4 route. The M-83 9(A) plan has been in place for a long time, the land has been allocated and it makes the most sense to stick with this plan that was implemented many years ago. It is the safest most efficient and economical route to take. The other alternatives would truly destroy many neighborhoods, green spaces, historic sites and wetlands. It is disturbing that while the rest of the our Nation is desperate to preserve historical sites, rural areas and the environment that the illogical alternative such as 4 was even considered. The route 4 option which would have major negative impacts on the environment and the neighborhoods that would be destroyed by its creation. The master plan 9(A) is the best solution, it goes through areas where people have moved to have the convenience of public transportation, major roads and shopping areas, there is high density housing and a commuter route would fit into such an environment perfectly and logically.

Thank You

Turan Atay

Clayton Au

Cdbadwolf@aol.com

[Hide details](#)

To:



Date: August 1, 2013, 11:42 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Clayton Au
18301 waringstation rd
Germantown, MD 20874

JB Austria

jbaustria@hotmail.com

[Hide details](#)

To:



Date: August 6, 2013, 8:07 PM

Dear Mr. Dinne and Mr. McKewan,

Good day. We are residents of Montgomery Village who commute everyday from Montgomery Village to Silver Spring. The commute is challenging to say the least. It will be nice to have a solution to the I-270 gridlock.

However, we think that M-83 is NOT the solution to the problem. We are very concerned with the study/report provided by the Department of Transportation (DOT) on the various Alternatives to building M-83. Given the possible material impact on the environmental and the community from M-83 or any of the proposed Alternatives, it seems that DOT did not perform its essential task to provide the Council with an impartial and comprehensive study. It is clear that in examination of Alternative 4, due diligence was not performed in assessing a more reasonable, narrower variant; rather, a 6-lane option that exceeds the current 80 foot right of way was proposed. Moreover, Alternative 4 was not studied in tandem with improvement of 355 and thus deprives the County Council of a full and accurate picture of what the no-build options to M-83 truly look like.

As homeowners in the Stedwick neighborhood of Montgomery Village, who would be directly impacted by the M-83 decision, we are very concerned that a less than thorough examination of key alternatives was conducted. Our quality of life, our community and our property values are deeply affected by the decision that will be made about whether to build out M-83 or its various alternatives. Thus, it is absolutely critical that the current study be rejected as a fair and accurate assessment.

Sincerely,

J.B. and Joy Austria

9/30/13

Gmail - mcc captured

10705 Seneca Spring Way

Montgomery Village, MD 20886



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

Reject M83 (Midcounty Highway Extended)

Tsedal Bahta <ttbahta@aol.com>

Thu, Aug 1, 2013 at 12:07 PM

Reply-To: ttbahta@aol.com

To: sean.mckewen@maryland.gov

Dear Mr. McKewen,

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

Charlie Bailey

csb19815@gmail.com

[Hide details](#)

To:



Date: August 9, 2013, 11:55 AM

This message may not have been sent by: csb19815@gmail.com

Dear Mr. McKewen,

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

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

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 proposed Alternative 2, which proposes upgrades to MD355, costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. Even if this transit does not arrive as soon as the improvements are completed, it is crucial to lay the groundwork for it. 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,

Charlie Bailey
Rockville

Rochelle Baker

Rojoda417@yahoo.com

[Hide details](#)

To:



Date: August 7, 2013, 11:00 PM

Dear Mr. McKewen,

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

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Signed,

Rochelle Baker
20301 Sandsfield Ter
Germantown, MD 20876

Hardip Bakshi

bhardip@hotmail.com

[Hide details](#)

To:



Date: August 2, 2013, 10:51 AM

Dear Mr. McKewen,

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

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

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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,

Hardip Bakshi
720 Gormley Dr
Rockville, MD 20850

Indhu Balasubramaniam

indhupriya@gmail.com

[Hide details](#)

To:



Date: August 9, 2013, 2:25 PM

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

Dear Mr. McKewen,

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

K. Travis Ballie

travis.ballie@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 8:48 AM

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

Dear Mr. McKewen,

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

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

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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,

K. Travis Ballie
7911 Chicago Avenue
Silver Spring, MD 20910

Elizabeth Barbehenn

ebarbehenn@citizen.org

[Hide details](#)

To:



Date: August 7, 2013, 8:31 AM

Dear Mr. McKewen,

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

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

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

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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

barkerjon@msn.com

barkerjon@msn.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

[REDACTED]

Date: August 14, 2013, 3:02 PM

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.

Futhermore, 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 adivided 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

Maria Barker

maria.t.barker@gmail.com

[Hide details](#)

To:



Date: August 1, 2013, 6:02 PM

This message may not have been sent by: maria.t.barker@gmail.com

Dear Mr. McKewen,

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

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

Signed,

Maria Barker
613 Ray Drive
Silver Spring, MD 20910

sandy.barnett@verizon.net

[Hide details](#)

To:



Cc:



Date:

Dear Chairperson Carrier,

As a member scientist of the Box Turtle Advisory Group for the Maryland State Highway Administration during the development of the ICC (IntercountyConnector), I have expert knowledge of the potential damaging effects of a highway construction project, such as the proposed Mid-county Highway Extended (M-83), on wild box turtle populations.

Please consider first that the Maryland Department of Natural Resources lists the Eastern Box Turtle as a "Species of Greatest Conservation Need" since its numbers are in decline. Any loss of habitat poses a particular risk to this species given its life style and very low reproductive rate. Adult box turtles live in established, overlapping "home ranges" (averaging less than three to more than twelve acres) where they live their entire life. They do not migrate to new areas if their home land is disturbed but rather remain in place. They will therefore be inadvertently destroyed during roadway clearing operations.

Transfer of turtles from the right-of-way prior to clearing for a roadway can be problematic. Box turtles are secretive, well camouflaged, and difficult to find. Also, adults (which are the only age group likely to be found in significant numbers without the use of trained tracking dogs) rarely adjust well to new surroundings and often fail to thrive. There also is the possibility of disease transmission between relocated and resident turtles at the new site.

M-83 would reduce and fragment box turtle habitat (which currently is plentiful) with potential major negative consequences for the remaining box turtle population:

- Turtles would be cut off from critical food and water resources, nesting sites, established overwintering sites, and potential mates.
- The creation of more forest edge would increase access to box turtles by predators (especially dogs and raccoons). Also, predators are more likely to destroy turtle nests at or near the habitat edge than in the center of the forest.
- Smaller and more slender forest patches (such as M-83 would create) would be subject to more extreme high and low temperatures as well as greater fluctuations in humidity than would larger contiguous forest.
 - Box turtles prefer moderate temperature with continuous high humidity. Eggs and young juveniles are particularly vulnerable to desiccation and temperature extremes. Temperature shifts could also change the sex ratio of the developing eggs with unknown consequences to future breeding success of the population.
- More forest edge and a change in the temperature profile in the forest would encourage a negative change in the plant community with which box turtles have evolved and use for food and cover.

Removal of just 2% of breeding adults per year (which could occur during the construction, and afterwards due to the reasons mentioned above) could cause the local population to spiral to extinction. It could take decades to be realized since box turtles are long-lived, but with inadequate production and recruitment of new young into the population,

the species could eventually fail to exist in much of the remaining parkland around the M-83 corridor.

The Mid-Atlantic Turtle and Tortoise Society (www.matts-turtles.info) is a supporter of the TAME Coalition and opposes building the M-83 highway.

Sincerely,

Sandy Barnett

Sandy Barnett

At-Large Director, Mid-Atlantic Turtle & Tortoise Society

[\(410\) 788 - 6823](tel:4107886823)

335 Stafford Dr

Catonsville, MD 21228

sandy.barnett@verizon.net

Bartlett, Maggie (NIH/NHGRI) [E]

bartlettm@mail.nih.gov

[Hide details](#)

To:



Cc:



Date: August 14, 2013, 5:48 PM

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 a bus lane.

Maggie Bartlett
Boyds Resident
301-943-8771 (c)

cbassett@salsalabs.com

[Hide details](#)

To:



Date:

Dear Mr. McKewen,

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

Thank you,

C. Test Bassett
Street
City, MD 20782

Krisna Becker

krisnachuck@gmail.com

[Hide details](#)

To:



Date: August 1, 2013, 9:09 PM

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

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Signed,

Krisna Becker
22511 Schoolfield Ct
Clarksburg, MD 20871

Benjamin Beiter

benjamin.beiter@gmail.com

[Hide details](#)

To:



Date: August 8, 2013, 3:04 PM

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

Dear Mr. McKewen,

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Signed,

Benjamin Beiter
9906 Boysenberry Way #118
Gaithersburg, MD 20879

Bonnie Bell

bonniebell@hotmail.com

[Hide details](#)

To:



Cc:



Date: August 21, 2013, 11:06 PM

Dear Sirs,

The infrastructure needed to support planned growth in upper Montgomery county was envisioned in the early 1960's when the population of Clarksburg was counted in the hundreds. The State Highway Administration confirmed the need for additional arterial roads, as well as widening Rt. 355, in the 1980's, when Clarksburg's population crept near 1,000. In 2000, Clarksburg had 1,834 residents and the two-lane roads were crowded but adequate. Midcounty Highway was "on hold". By 2010, there were 13,7 people living in Clarksburg, with a projection for Clarksburg's future population to reach 35 to 40,000.

Germantown grew from 55,419 in 2000 to 86,395 in 2010. This area of the upcounty saw an increase of nearly 43,000 from these two census districts alone. Germantown has seen construction of the western arterial, Great Seneca Highway, and Rt. 355 widened from two to six lanes. Meanwhile, Clarksburg has seen.... nothing. Clarksburg residents are still using the same two-lane roads that existed when the Master Plan was adopted in 1963. They do have access to that great parking lot known as 270, but they do not have the options of roads and transit accorded other county residents. So, they take the path of least resistance, and commute on roads that were never intended for, nor upgraded to handle, commuter traffic, such as Wildcat and Davis Mill Roads.

All studies agree that there is a need for additional roads to serve this area, even as there is a need for public transit in addition to the new roads. Mass transit is laudable. It also has limits. The much touted "European Model" is wishful thinking. I lived in France for six years, and in Holland for three. A recent European Union study shows that 52.9% of Europeans use their cars as their main mode of transport. Even in Holland, with 31.2% using a bicycle, the car remains the main transport for 48.5% of the population. Who are using cars? Those who live in areas such as upper Montgomery County, where public transit is, and can only be, less effective.

Given the need for improved transportation, I wish to examine the proposed alternatives.

Alt. 1 No-build. Useful for comparison, but we got to this mess by doing nothing. Let's not continue to do so.

Alt. 2 TSM/TDM. By all means, let's do this as soon as possible. But let's not pretend that improving intersections is going to be adequate for the additional 60 to 70,000 residents in the immediate area of Germantown and Clarksburg, and the hundreds of thousands in the wider upcounty.

Alt. 4 Modified. Aside from the perfectly legal but immoral (given that there are other options) mockery that this makes of 50 years of planning, this alternative will not meet the primary goal of reducing congestion on 355 & 270. It provides a fairly good route to Shady Grove Road for some residents, but it swings too far east to offer a viable north/south alternative to 355 or 270. It is also the least safe alternative. The need for excessive piping of streams will doom many struggling habitats to becoming isolated pools of invasive plant species with few surviving fauna even as large as a Box Turtle. Alt. 4 meets none of the seven purposes in the DEER Executive Summary. And does it at great expense.

Alt. 5 This is a "better than nothing" alternative. However, as described, it leaves Rt. 355 north of Ridge Road as a two lane road. To leave Clarksburg on four lane roads would require residents to meander one way or another to Snowden Farm Parkway, turn onto Ridge Road, then back onto 355. Headed for the Metro? Add another turn at Montgomery Village Ave to Midcounty to Shady Grove Road; or pass the bottleneck that is Gaithersburg and turn on 370 or Shady Grove Road. But leaving Clarksburg by a logical trip down 355 is still on a two-lane road. Which century are we in?

Alt. 8 Hardly seems worth going to the expense if the arterial is cut off by a tourniquet.

Alt. 9A In a perfect world, we would not consider building a road along this route. In that world, thousands of acres of forest and farmland would not have already been turned into housing and retail for Germantown and Clarksburg. But those many square miles have been developed, and we

aren't done building yet. The main advantage of not having built the road back when Montgomery Village was being developed is that we have the chance to build it with the least environmental impact we can manage. Construction and storm water practices in the 1960's were not what we find acceptable today. The design team has done an admirable job at reducing the impact on the wetlands that must be crossed. Many trees will be lost. Trees can be replanted. Many, perhaps a majority, of the trees to be cut are there because fifty years ago, we set aside land, much of it open farmland, for M-83. It is beyond Kafkaesque to come back fifty years later and use the existence of those very trees as a reason not to build a necessary piece of infrastructure.

Alt. 9D With the extensive parkland that exists in Montgomery County, I object to sacrificing part of the Agricultural Reserve in favor of parkland. Being in private hands, land in the Ag Reserve is slowly but surely being converted to non-agricultural uses. The county owns our parkland, and does not have to convert it. There was a right of way through this corner of parkland. Make plans accordingly; don't push the use to the adjacent Ag reserve.

Conclusion: The upcounty needs both roads and transit. I support both. Alt. 9A is the only option that meets the purpose and need, and can accommodate future growth.

Thank you for your attention. I do apologize for the length of this letter.

Best regards,

Bonnie Bell

20809 Bell Bluff Rd.

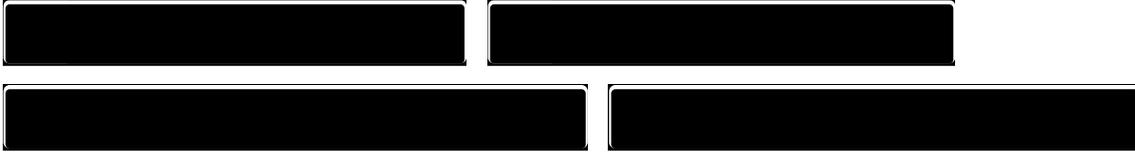
Gaithersburg MD 20879

barbara Bell

thebrink21@yahoo.com

[Hide details](#)

To:



Date: August 20, 2013, 7:58 PM

Dear Messrs Dinne and McKewen;

I want to express my support for the Master Plan route, M-83, to complete the Midcounty Highway. I live in the Midcounty Corridor area and daily have to cope with dangerous and time consuming congestion on roads ranging from our small rural rustic roads to I-270. Someday we hope to see one of the "21st century" transit systems for our area, but our transportation problem is here, the problem is now, it is only becoming worse, and we will always need an effective road system. Our daily life - jobs, shopping, daycare, local bus service, etc. require safe and efficient roads. Completing the Midcounty Highway as planned will not only make a big difference in our area, it will complete a major transportation system and relieve congestion 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, Mary Stanfield, Barbara Bell, and Natalie Gooden, 21030 Brink Ct., Gaithersburg, Md.

Deborah Bell

deb.bell83@gmail.com

[Hide details](#)

To:



Date: August 7, 2013, 9:05 AM

This message may not have been sent by: deb.bell83@gmail.com

Dear Mr. McKewen,

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

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

Signed,

Deborah J. Bell

Deborah Bell
19915 knollcross drive
germantown, MD 20876

ianca Benincasa

bianca.benincasa@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 8:49 AM

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

Dear Mr. McKewen,

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

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Signed,

Bianca Benincasa
8314 N Brook Ln
Bethesda, MD 20814

From: "Aaron Benjamin" <abenjamin@cheeburger.com>
Sent: Tuesday, August 20, 2013 7:14 AM
To:
Subject: M-83

Mr. Dinne and Mr. McKewen;

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

Sincerely, Aaron Benjamin
21009 Cog Wheel Way
Germantown, MD

Add your name and address so that you are identified as an area resident with personal knowledge of the situation.

If you have time, personal letters carry more weight (but a form letter carries more weight than no letter). We have received copies of several thoughtful personal letters, and to encourage more of this we offer below material that you can copy and paste, modify, or simply use as a source of relevant points.

Mr. Dinne and Mr. McKewen;

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

The Upcounty area, now home to 400,000 people and growing, started 50 years ago with a rural population and infrastructure. The infrastructure has often lagged the population growth, most notably in transportation. We have nationally-ranked congestion that clogs all of our roads from historic Rural Rustic Roads to I-270. The result is personal frustration, economic inefficiency and increased carbon dioxide emissions from vehicles starting and stopping without going very far. We need better transit but our one Metro station (Shady Grove) is desperately over crowded, the Corridors City Transitway extension to Clarksburg was taken out of the budget the week before your

hearing, and the glitzy new bus proposals exist only in our dreams. The hyper-congested I-270/Rt 355 corridor has become a barrier that restricts our access to transportation facilities on the western side

Any transportation system must face reality—Our built communities require automobiles for the first and last miles - including access to mass transit. And 150,000 Montgomery County people now live west of Great Seneca Creek and have daily needs to cross the creek. They are joined in this journey by interstate travelers and commuters from neighboring counties. This fast growing population needs a new creek crossing. The Upcounty population increases daily and so of course, we will need continual road and transit improvements. But for starters, we need to address the problem of not providing transportation to serve developments already built, plus a significant number of developments now approved and soon to be built.

These problems were anticipated during the Master Plan development which included from the very beginning two major highways for local traffic, the Western and Eastern Arterials. Great Seneca Highway has been built. 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.

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.

We urge you to not support the following Alternatives:

Alternative 1 - No Build

We have a present and growing need for an improved road system and No Build is not a solution, it is another failure. Doing nothing is what got us to our present infamous rank as worst traffic in the country.

Alternative 2 - Intersection and traffic signal improvements

Elements of this alternative are needed and should be done, but it provides spot improvements only, not the required area-wide congestion relief.

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, and no closure of the gap in the Midcounty Highway.

Alternative 5 - Widens and adds service lanes to Rt 355 to connect Rt 27 to the Midcounty Highway via Montgomery Village Ave.

This turns the Master Plan on its head by adding traffic to an already overloaded Rt 355 entangled by historic development and traffic entering and leaving the adjacent I-270. This Alternative would also use an already overburdened Montgomery Village Ave. that includes two of the most congested intersections in the County.

Alternative 8 - A truncated version of Alternative 9

This would serve to provide a northern connection to and from the planned I-270/Watkins Mill overpass and interchange. But access to points further south is very restricted and it will dump major traffic onto Watkins Mill Road, Rt. 355, Montgomery Village Ave, and two of the most congested intersections in the County.

Options B and D - Optional north ends to Alternatives 8 and 9.

These Options are not in the Master Plan, destroy houses, damage the Agriculture Reserve, and in the case of Option B, seriously reduce transportation efficiency and safety.

Transit Only - Corridor Cities Transit Way, Bus Rapid Transit, Metro Rail or Monorail to Frederick, new tracks for the MARC Brunswick line.

At this time there is no Transit Only proposal that is detailed enough to permit a reliable evaluation of its feasibility, cost, and effectiveness.

The CCT is only one of these proposals that has advanced far enough for a credible cost and construction schedule, and the planned extensions from Gaithersburg to Clarksburg was dropped from County budget planning the first week of August.

The most advanced of the other schemes, Bus Rapid Transit, faces problems finding a clear route through the historic Rt. 355 corridor. The most feasible option would be a dedicated express bus lane along the Eastern Arterial which requires completion of Alternative 9A.

All of these proposals and schemes are intended to provide central high-capacity transportation. The rest of the trip has to be made on local buses and/or cars, and they need an effective road system. Nothing will work until we have that.

Ralph Bennett

ralph@bfmarch.com

[Hide details](#)

To:



Date: August 2, 2013, 11:25 AM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended.

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, it would be irresponsible 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. Resources are limited - we need to develop alternatives to the car, not accommodation for more of them.

It's time to try alternatives to the roads - like transit.

Ralph Bennett
115 Southwood Avenue
Silver Spring 20901

Ralph Bennett
115 Southwood Ave
Silver Spring, MD 20901

Dana Berg

msdanaberg@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 2:22 PM

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

Dear Mr. McKewen,

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

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

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

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

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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

Lori Bernstein

Bernsteinlori@hotmail.com

[Hide details](#)

To:



Date: August 7, 2013, 8:50 PM

Dear Mr. McKewen,

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

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Signed,

Lori Bernstein
9965 lake landing rd
Montgomery Village, MD 20886

Ramya Bhagavan

ramyabhagavan69@gmail.com

[Hide details](#)

To:



Date: August 7, 2013, 6:36 PM

This message may not have been sent by: ramyabhagavan69@gmail.com

Dear Mr. McKewen,

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

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

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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

Melanie Biscoe

Explorergirl981@yahoo.com

[Hide details](#)

To:



Date: August 1, 2013, 6:57 PM

Dear Mr. McKewen,

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

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

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

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,

Melanie Biscoe
1807 brisbane st.
Silver spring, MD 20902

Blanc, Cecilia

cmblanc@smcm.edu

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 20, 2013, 8:25 PM

Mr. Dinne and Mr. McKewen,

I am writing this email to express my concern for Alternative 4 Method. I am strongly opposed to Alternative 4 Modified. Not only is it incompatible with the Master Plans that the community was developed upon, but it is outside the central transportation corridor area it is supposed to support, and as a result it will detrimentally affect residential areas.

I strongly support the completion of the Midcounty Highway along the Master Plan route. All the communities along this route were notified that it was going to be built well before now. It is the simplest, most effective route for traffic, and will minimize travel time, and air pollution and carbon emissions along with it. It is the most consistent, cohesive, and beneficial option to support our growing community.

Occam's razor, the famous principle of parsimony, states that the simplest solution is most likely the correct one. The Master Planned M-83 is overdue, badly needed, and the simplest solution with the least amount of complication.

Thank you for your time,
Cecilia Blanc

Neil Blanc

tneilblanc@gmail.com

[Hide details](#)

To:



Cc:



Date: August 20, 2013, 9:11 PM

To whom it may concern,

I am strongly opposed to Alternative 4 Modified. Alternative 4 is incompatible with the Master Plans that are the basis for our community development. Its located well outside the central transportation corridor area it is designed to support. It cuts through areas its designed not to.

There's too many reasons not to take Alternative 4 seriously. It seems Alternative 4 consideration is the response of citizens not taking caution where it was given, and the subsequent attempt to "get away with it." Another citizens mistake is not justification for my degradation, simply because they can yell louder. That's pushover politics; I implore you to read the consequences that directly impact me, as a source of pathos. Let my consequence be the manifestation of poor decision making by the Midcounty Highway authority. Let those effected by alternative 9 be the manifestation of their own decision.

The route of alternative 4 was never planned nor developed to accommodate a major highway. There are major community impacts like; the largest number of property takings, the destruction of two homes, destroying well and septic systems for 20 or more homes, and unacceptable noise levels (which itself causing a chain reaction of degradation to the environment via the exodus of top level predators which unsettles the entire food chain, which equates to more pests and therefore more problems for everyone). Beyond that, Alternative 4 isn't even the safest, quickest, most efficient plan nor does it stick to the original layout. By choosing alternative 4 we would be choosing to deliberately ignore precedence for inefficiency, because people are upset they got what they signed up for.

Let us not dwell in the present but consider the ramifications in the future. By choosing alternative 4, we lose the trust of the people who were told their homes would be safe from development like this. Likewise, if we build here, we initiate a chain reaction that will permanently alter the state of living here in a way we may never return.

Urban growth is a delicate, thought out process where it is necessary to follow reason, critical thinking, analysis, and careful decision making. Urban growth should not be left in the hands of who can make a bigger fuss. I ask you to consider all of this not because I live

near where Alternative 4 would occur, but because it is not a strong decision to build here. Urban development isn't a popularity contest, its a thorough process that serves to better the lives of all citizens based on the best possible decision. Alternative 4 is not the best possible decision.

My name is Neil Blanc, and I strongly oppose any decision based on outcry, laziness, or greed. I oppose Alternative 4.

Lisa and Kevin Blanc

the.blancs@comcast.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 20, 2013, 9:36 PM

To Whom it May Concern,

I am writing to express my concern for the Alternative 4 Modified. I am strongly opposed to Alternative 4 Modified Highway for many, varied reasons. First, the route of Alternative 4 was never planned nor prepared for to accommodate a major highway. Next, it would destroy homes, yards, wells and septic systems, increase the noises levels, and adversely affect the health and well-being of the residents here. As a mother, I cannot support a road that will endanger children who have to cross a highway for buses, recreation, or simply because of the close proximity of the highway to their house (so close in some places that a retention wall is needed).

Besides the decrease in well-being for the families, the Alternative 4 Method is not an effective transportation solution. It is not meant to be supported in this area: it does not connect to major feeder roads, it is distant from 355 and I-270, and it is completely facing the wrong direction. Congested traffic will cause excess fuel congestion, carbon dioxide emissions and air pollution, and spillover onto rural roads that are ESPECIALLY not made to support higher traffic.

I do, however, strongly and completely support the Mid-county Highway along the Master Plan route. All of the communities developed along this route were notified from the beginning of this roadway. It is designed expressly to minimize interference with adjacent communities and existing roads. It allows efficient traffic flow, minimizes travel time, air pollution, and optimal communication between residential and commercial areas. It can also provide the backbone for a useful and effective bus system.

Obviously, the best option is to not have to build this highway in the first place but that isn't feasible anymore; development necessitates a highway to accommodate the high traffic, population, and congestion. What is important now is choosing the option that is the lesser of two evils: the plan that simultaneously solves the major problems while creating the least amount of additional problems. That option is the Master Plan M-83 route. The Alternative 4 Modified plan would be a huge step backwards in developing a beautiful, safe, cohesive community capable of flourishing in many ways.

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

Thank you for your time and consideration,
Lisa Blanc

Marjorie Blanc

mblanc67@gmail.com

[Hide details](#)

To:



Cc:



Date: August 9, 2013, 9:54 PM

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

Bob Blanc

blanc.bob@gmail.com

[Hide details](#)

To:



Cc:



Date: August 10, 2013, 9:59 AM

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

Ruth Bletzinger

rbletzinger@gmail.com

[Hide details](#)

To:



Date: August 5, 2013, 10:13 AM

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

Dear Mr. McKewen,

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

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys.

Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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

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

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

Signed,

Ruth Bletzinger
213 Leighton Avenue
Silver Spring, MD 20901

Katie Blizzard

kblizzard11@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 12:40 PM

This message may not have been sent by: kblizzard11@gmail.com

Dear Mr. McKewen,

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

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

Signed,
Katie Blizzard

Katie Blizzard
7103 44th Street
Chevy Chase, MD 20815

Frank Bloom

fm bloom@aol.com

[Hide details](#)

To:



Date: August 18, 2013, 8:16 AM

Dear Mr. McKewen,

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

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Signed,

Frank Bloom
10725 wayfarer rd
germantown, MD 20876

kelly@smartergrowth.net

[Hide details](#)

To:



Date:

Dear Mr. McKewen,

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

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Signed,

Kelly Blynn
4528 4th St
Bethesda, MD 20815

From: Kelly Blynn [mailto:kelly@smartergrowth.net]
Sent: Monday, August 12, 2013 4:39 PM
To: Ike Leggett
Subject: Out of town RE: Reject M83 (Midcounty Highway Extended)

Hello! I'm out of town and disconnected from my electronic devices as much as possible from 8/8 to 8/18. Please contact Alex, alex@smartergrowth.net with any urgent matters or feel free to call our office at 202.675.0016.

I'll respond promptly when I return! Best,

Kelly

Priscilla borchardt

priswb@verizon.net

[Hide details](#)

To:



Date: August 14, 2013, 9:34 AM

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

William Boteler

bbot20008@yahoo.com

[Hide details](#)

To:



Date: August 2, 2013, 1:01 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

William Boteler
811 Houston Avenue #2
Takoma Park, MD 20912

Jason Bremner

Jason_bremner@yahoo.com

[Hide details](#)

To:



Date: August 1, 2013, 10:57 PM

Dear Mr. McKewen,

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Signed,

Jason Bremner
6616 Gude ave
Takoma Park, MD 20912

Alan Bromborsky

abrombo@verizon.net

[Hide details](#)

To:



Date: August 2, 2013, 9:37 AM

Dear Mr. McKewen,

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Signed,

Alan Bromborsky
12435 Kemp Mill Road
Silver Spring, MD 20902

Donna Brothers

donnabrothers@comcast.net

[Hide details](#)

To:



Date: August 6, 2013, 1:13 PM

Dear Mr. McKewen,

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

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Signed,

Donna Brothers
1701 Logmill Lane
Gaithersburg, MD 20879

To: Maryland Department of the Environment
Wetlands and Waterways Program
Attn: Mr. Sean Mckewen
160 South Water Street
Frostburg, Maryland 21532
August 18, 2013

I oppose Alternative 4 Modified
I support Alternative 9

1. The analysis for Alternative 4 Modified is inadequate - it does not address the likely impacts to the communities through which it passes.
 - a. The increase in traffic volume, congestion, and reduced access to the residents of adjacent communities was not identified in a manner understood by the residents impacted.
 - b. Access to the markets and services that developed to support the communities was not evaluated with regards to access for the residents or accessibility for the businesses.
 - c. Impacts to the daily routines of these vibrant communities were not identified, such as: school bus pick-up; reduced highway access and increased rerouting of traffic through communities to accommodate reduced highway access; commuter access; etc.
2. The analysis does not identify the likely impacts to the Montgomery Village community by bisecting the northern portion of the Village by the 6-lane highway and the effective additional bisecting of the east and west portions of the Village by the increased traffic on Montgomery Village Avenue.
3. With regards to the "Projected Crash Rates Along the Build Alignments"
 - a. The analysis does not identify in clear terms the projected increase in accidents, injuries and deaths that will occur by having a 6-lane highway pass through multiple, medium to high-density communities. The parameters for the model are too narrow and do not take into consideration the rerouting of local traffic through neighborhoods to accommodate reduced access to the highway. This is a simple matter of statistical analysis and broadening the narrow parameters of the current model.
 - b. The analysis provides projections of accidents for Alternative 9, however, they are based on a generalized formula rather than on the actual accident rates for Mid-County Highway - a much more realistic basis for projections and a more accurate representation of continuing Mid-County Highway to Brink.
4. The analysis of environmental impacts for Alternative 9 is flawed by not identifying whether critical habitat will be affected (not all habitat is equal); what effect the proposed environmental impacts will have on identified protected species (flora and fauna); or, what short- or long-term effects will occur to those protected species (if present).
5. The analysis of environmental impacts for Alternative 9 is inadequate because it only addresses one form of mitigation (bridging) of the environmental impacts rather than providing options that have varying effects (short-term and long-term) of the environment.
6. The environmental analysis treats all wetlands as being equal - as though accidental wetlands of associated flood plains are similar to pristine and highly productive wetlands along the coast. The analysis does not address the history of the land or that the area was highly manipulated while farmland; was significantly impacted during the development of the adjacent communities and road systems; and, continues to be heavily impacted due to the inadequate drainage, right of ways, and current use.
7. The analysis does not address the current environmental problems along the current ROW or how mitigation for Alternative 9 could improve the overall environmental quality of the area; rather it only addresses how it will mitigate the immediate effects of implementing Alternative 9.

Over the course of 30 years Montgomery County has been fairly consistent in the planning, design, and development of its roadways and zoning with regards to the development of a Midcounty Corridor.

It built Mid-County Highway specifically as part of that design concept and the communities within that service area were planned and designed for on the basis of the County's published plans. All of the residents of those areas knew of those plans through public meetings, public notices, the local media, and the signing erected by the County identifying the future route of the corridor.

With the exception of its extension, Mid-County Highway meets all of the criteria identified in the "Purpose and Need" document for the Midcounty Corridor Study.

Now we are evaluating alternatives that are at the extreme edge of the study area. Alternatives that will impact dozens of large communities directly and indirectly by increasing traffic, impacting access, and converting local roads needed for local service into a highway corridor that compromises the original development plans, the concept of a Midcounty Corridor, and the communities that it will impact.

From the perspective of Montgomery Village, the impact will be significant. Alternative 4 Modified will directly separate the northern section of the Village from the southern part by going from a 2-lane country road to a 6 lane highway corridor. However, there has been no mention of the clear and obvious consequence of the new alignment. Montgomery Village Avenue will become the shortest route between the new highway and Mid-County Highway. While the County may want to make Goshen more enticing as a cross over, Montgomery Village Avenue will remain a significant if not primary alternative for traffic having as its destination the ICC or Shady Grove Metro. Whereas the development of Montgomery Village, including the location of the schools and services, was based on the continuation of Mid-County Highway.

This mixing of regional and local traffic throughout the length of Snouffer School Road, Muncaster Mill Road, Wightman Road, Goshen Road, and Montgomery Village Avenue is not only inefficient, but will result in a greater number of accidents, reduce the safety of the dedicated bicycle lanes, and create a significant number of potentially dangerous conflict points.

Regarding environmental protection: I strongly support the involvement of the Corps of Engineers, the Maryland Department of the Environment, U. S. Fish and Wildlife, etc. It is absolutely essential that any environmental impacts due to political and/or management decisions be evaluated and weighed. However, in the end a decision must be made that not only takes the environment into consideration but the social, cultural, and economic impacts as well.

Michael Brown
10006 Maple Leaf Drive
Montgomery Village, Md. 20886

Howard C. Brown

hcb@lakedeveloper.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

[REDACTED]

Date: August 12, 2013, 9:05 AM

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

Andrew Brown

andrew_brown@brown.edu

[Hide details](#)

To:



Date: August 1, 2013, 4:44 PM

Dear Mr. McKewen,

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

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Signed,

Andrew Brown
8513 Second Ave
Silver Spring, MD 20910

Michael Brown

MichaelBrown172@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 12:18 PM

This message may not have been sent by: MichaelBrown172@gmail.com

Dear Mr. McKewen,

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

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Signed,

Michael Brown
12120 Flag Harbor Drive
Germantown, MD 20874

Anna Brush

anna.brush7@gmail.com

[Hide details](#)

To:



Cc:



Date: August 10, 2013, 8:14 AM

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

P. Carol Bullard-Bates

cbb49@aol.com

[Hide details](#)

To:



Date: August 5, 2013, 3:15 PM

Dear Mr. McKewen,

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

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Signed,

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

Tina ..

to greg.hwang@montgomerycountymd.gov, oicemail@montgomerycountymd.gov, arthur.holmes@montgomery...

Aug 6 [Details](#)

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.

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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

Kristen Bush

kristenbush@yahoo.com

[Hide details](#)

To:



Date: August 9, 2013, 12:34 PM

Dear Mr. McKewen,

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

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Signed,
Kristen Bush

Kristen Bush
11000 Grassy Knoll Terrace
Germantown, MD 20876

Andrea Butler

andrea.p.butler@gmail.com

[Hide details](#)

To:



Cc:



Date: August 18, 2013, 12:57 PM

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

jlbuyer@verizon.net

to me, john.j.dinne, greg.hwang

Aug 21 [Details](#)

Mr. McKewen and Mr. Dinne,

These are comments for the record on the Midcounty Corridor Study by Kimball Watts and Janet Buyer. We own a home at 20724 Bell Bluff Road, Gaithersburg MD

We have reviewed the Midcounty Corridor Study and find Alternative 9A to offer the most logical solution to the traffic congestion that exists in this area for the following reasons:

1. The right of way for this alternative exists.
2. Closest to I-270 and MD 355 and therefore the alternative that provides the best relief to those major roads.
3. Impacts to wetlands and other environmental issues have been significantly reduced and minimized.
4. Most consistent with our decision to purchase this home, as the Master Plan alignment has been in the books and has guided all development activities for over 40 years.
5. Safest of all options, as it has limited access only at main intersections. No driveway connections. Improved access response time for our fire and rescue and police services
6. Provides the most support for the orderly economic and residential development of all alternatives.

Please confirm receipt of this e-mail by replying.

Thank you,
Janet Buyer

Royal Buyer

royalbuyer5@gmail.com

[Hide details](#)

To:



Date: August 19, 2013, 9:18 PM

Comments for the record on the Midcounty Corridor Study to the Maryland Department of the Environment by Kimball Watts and Janet Buyer August 19, 2013

We have sent an email identical to this to the Army Corps of Engineers john.j.dinne@usace.army.mil

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