

**Vinay Gandla**

[Vinay.Gandla@hughes.com](mailto:Vinay.Gandla@hughes.com)

[Hide details](#)

To:



Date: August 14, 2013, 10:22 AM

Dear Sir,

Maryland Department of the Environment

Wetlands and Waterways Program

Attn: Mr. Sean McKewen

160 South Water Street

Frostburg, Maryland, 21532

Please consider this correspondence as my request to COE/MDE/US Army Corps of Engineers to develop much needed infrastructure to connect Clarksburg with Mid County Hwy – specifically I support Alternative 9A. This I believe will help improve the quality of life of many Clarksburg residents.

Thank You,

Vinay Gandla

23450 Arora Hills Drive

Clarksburg, MD, 20871

[Vinay\\_gandla@yahoo.com](mailto:Vinay_gandla@yahoo.com)

[Vinay.gandla@hughes.com](mailto:Vinay.gandla@hughes.com)

DAN GARLITZ

morteki666@gmail.com

[Hide details](#)

To:



Date: August 1, 2013, 6:21 PM

This message may not have been sent by: morteki666@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,

DAN GARLITZ  
9888 HELLINGLY PLACE  
MONTGOMERY VILLAGE, MD 20886

Return-Path: greg.hwang@montgomerycountymd.gov

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by imta21.westchester.pa.mail.comcast.net with comcast

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In-Reply-To: <D7F821DA2B804373A4A1C552AF57721B@bgartright>

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Thread-Topic: Suggested modification to Midcounty Corridor Study

Thread-Index: AcxjXmH3yWAO91ppTRY66mOxz0MXdAKFfMZw

References: <D7F821DA2B804373A4A1C552AF57721B@bgartright>

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

To: "Bing Gartright" <bgartright@comcast.net>

Cc: <slevine@mvf.org>, <DHumpton@mvf.org>, "Courtney Haynes" <chaynes@mvf.org>,

"Melanie Mullaney" <mmullaney@mvf.org>,

"Terry Henderson" <jj1th@comcast.net>, <kesilliman@starpower.net>,

"Jim Ott" <jott@htrfsoftware.com>,

"Barbara Shostak" <barbara\_shostak@yahoo.com>,

<araehouser@comcast.net>, "Al Henins" <henins@ioip.com>,

"Judith Gushee" <jagushee@gmail.com>,

"Nancy Horn" <nhorn513@comcast.net>,

"Jane&Rich Wilder" <RWI3206724@aol.com>,

"Linc Perley (WS)" <lincperley@gmail.com>,

"Kevin Linck" <missinglinck@comcast.net>,  
"Mark J. Firley" <mjfirley@gmail.com>, <MJGronsky@aol.com>,  
"Miller, Aruna" <Aruna.Miller@montgomerycountymd.gov>,  
"Paul Wettlaufer" <pwettlaufer@rkk.com>

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Dear Mr. Garthright: =20

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Thank you for your August 25, 2011 letter to the Montgomery County Department of Transportation (MCDOT) and sharing your concerns regarding Alternative 4 Modified which proposes widening along the Brink-Wightman-Snouffer School-Muncaster Mill-Goshen Roads corridor. =20

As part of the detailed study for the Midcounty Corridor Study (MCS), the Department will perform preliminary engineering for the five (5) build alternatives, including Alternative 4 Modified, that are retained for the detailed study. The analysis will provide greater information on the potential benefits and impacts the proposed alignments will have on the adjacent properties and homes. The Detailed Study is anticipated to be completed by December 2012 and will recommend a preferred alternative which is subject to public review /comment and approval of the County's elected officials and the federal and state environmental regulatory agencies. =20

=20

Per your request, we will review your concern regarding the narrow right-of-way along Wightman Road between Montgomery Village Avenue and Goshen Road and identify potential impact minimization options. The MCDOT is sensitive to the community's concerns and will do our best to develop an Alternative 4 Modified that reasonably addresses the purpose and need of the study while respecting the impacts to the adjacent communities.

=20

The community has requested a meeting to discuss the Midcounty Corridor Study. It is scheduled for Tuesday, September 27, 2011 at 7:30 PM, at the Goshen Elementary School's Multi-Purpose Room. The meeting will provide the community an overview on the development of the Alternatives Retained for Detailed Study (ARDS) and an opportunity to ask questions

and provide feedback. We encourage you to attend if your schedule permits.

=20

Thank you for taking the time to provide us your thoughts, and we sincerely appreciate the helpful suggestions you have offered. =20

=20

=20

Sincerely,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

greg.hwang@montgomerycountymd.gov

<mailto:greg.hwang@montgomerycountymd.gov> =20

=20

\*\*\* Midcounty Corridor Study website:

[www.montgomerycountymd.gov/midcountycorridorstudy](http://www.montgomerycountymd.gov/midcountycorridorstudy) \*\*\*

=20

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From: Bing Garthright [mailto:bgarthright@comcast.net]=20

Sent: Thursday, August 25, 2011 3:37 PM

To: Hwang, Gwo-Ruey (Greg)

Cc: slevine@mvf.org; DHumpton@mvf.org; Courtney Haynes; Melanie Mullaney; Terry Henderson; kesilliman@starpower.net; Jim Ott; Barbara Shostak; araehouser@comcast.net; Al Henins; Judith Gushee; Nancy Horn; Jane&Rich Wilder; Linc Perley (WS); Kevin Linck; Mark J. Firley; MJGronsky@aol.com

Subject: Suggested modification to Midcounty Corr Study

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Dear Greg: pls find attached my note summarizing what I mentioned in our phone conversation this morning. Thanks again for your consideration.

=20

Bing Garthright, Pres., Stedwick Homes Corp.

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&nbsp;

Thank you for taking the time to provide us your thoughts, =  
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sincerely appreciate the helpful suggestions you have =  
offered.&nbsp;&nbsp;

&nbsp;

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Sincerely,

Gwo-Ruey (Greg) =

Hwang,  
P.E.

***Midcounty  
Corridor Study Project Manager***

***Phone:***  
240-777-7279

***Fax:***  
240-777-7277

***[greg.hwang@montgomerycountymd.gov](mailto:greg.hwang@montgomerycountymd.gov)***

***&nbsp;***

**\*\*\* Midcounty Corridor Study website: [www.montgomerycountymd.gov/midcountycorridorstudy](http://www.montgomerycountymd.gov/midcountycorridorstudy) \*\*\***

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

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## Written testimony re Aug. 7 hearing on Midcounty Corridor Study

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Bing Garthright <bgarthright@comcast.net> Tue, Jun 25, 2013 at 10:37 AM  
To: sean.mckewen@maryland.gov, John.J.Dinne@usace.army.mil,  
John.J.Dinne@nab02.usace.army.mil

Dear Mr. Dinne, CENAB-OP-RMN, and Mr. McKewen, MD DOE:

My written testimony comes out of my regard for the history of cost-benefit and similar studies pioneered by the Corps of Engineers. When I did such studies for DOD contracts and for the FDA, I used Corps principles as guidelines. My objection to the study of alternatives now completed by Montgomery County, Maryland, re the Midcounty Corridor alternatives to building what was once dubbed M-83, now Midcounty Highway Extended, Alternatives 8 and 9 in the draft, is very simple:

The study was not a genuine attempt to consider alternatives to building M-83.

In support of this claim, I will give two reasons, either of which should be sufficient.

First, although alternatives that would improve traffic capacity of Rte 355, to the west of the M-83 route, could be done without any conflict with also doing Alternatives that improve traffic capacity to the east of M-83 (i.e., Alternative 4). There was no attempt, in other words, to show the county council what could be done in the absence of building M-83. As such studies go, the results of computer modeling of the two roads studied independently cannot be simply added together to show the capacity obtained, since some traffic that would opt eastward under one alternative would opt westward if that were the only improved area. At a recent meeting of Montgomery Village's Transportation, Development, and Public Facilities Committee, a senior executive of Mont. Co.'s DOT admitted that they had never contemplated studying the combined effects. Thus, they did not do a good faith job of presenting all the alternatives for council consideration.

Second, and more disturbing in terms of harm to Montgomery Village residents, the DOT study over-scaled the width of Alternative 4. I have attached a note (Midcounty Corridor Note....) that I sent to the project director, G. Huang, in

August, 2011. That note lays out the need for at least one variant of Alt. 4 to be studied in order to give the county council needed information to make their decision. It also points out the damage being done to residents along that route by the mere threat implied in the over-design--that they would lost property and structures that I am sure the county would not really take. Nonetheless, the county has damaged resale prospects there and cause great anxiety by not admitting that a narrower variant should also be under study.

Note the reply (RE Suggested mod....) from Mr. Huang in September, 2011. He promises to see what he can do to modify the Alternative. Here is what that modification caused: the most recent designs are all wider, even going to six lanes for a greater distance through the 80-foot existing right of way. Why did DOT do this? I will speculate that the table showing a large number of private properties adversely impacted by Alt. 4 would shrink by a factor of 5 to 10 if the DOT had studied a road improvement that stayed within its existing right of way. The political heat caused, and probably expressed in other comments you will receive, has made Alt. 4 dead on arrival at the council. Indeed, although the Montgomery Village Foundation policy for over 20 years was that that road should be expanded to 4 lanes with a safety median, for safety purposes, the MVF has had to oppose the horribly over-wide design of Alt. 4.

In sum, for either of these reasons, you can see that the study of alternatives has not met its requirement to consider alternatives, real alternatives, to building the environmentally costly Midcounty Highway Extended. I submit that you should reject the study on this basis.

Wallace E. Garthright, 10632 Seneca Spring Way, Montgomery Village, MD 20886, Tel: 301-330-1225, email [bgarthright@comcast.net](mailto:bgarthright@comcast.net)  
Chair, Government and Public Utilities Committee, Stedwick Homes Corporation

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2 attachments



MidcountyCorridorNote8-25-2011.doc

28K



RE\_ Suggested modification to Midcounty Corridor Study.eml

16K

February 13, 2008

Mr. Greg Hwang, Project Manager  
Midcounty Corridor Study  
Department of Public Works and Transportation  
Division of Capital Development  
101 Monroe Street – 9<sup>th</sup> Floor  
Rockville, MD 20850

Dear Mr. Hwang:

On behalf of G.A.S.P. (**Getting Air Standards Prioritized**), an ad-hoc study group formed to evaluate M-83 proposals, I am re-submitting the group's March 4, 2005 letter sent to your predecessor, Ms. Jeri Cauthorn.

During 2005 and 2006 the M-83's DPWT study team several times rescheduled an Alternative Analysis/Purpose and Need Public Workshop that was to follow the first public workshop held November 15, 2004 at the Neelsville Middle School. Ms. Cauthorn agreed to let me submit G.A.S.P.'s comments March 4, 2005 and assured me ~~the~~ comments would be considered when the aforementioned second workshop was held.

The position of G.A.S.P., as stated by the six health professionals comprising that study group (see attachment) is this: M-83 should not be routed near the Watkins Mill Elementary School. Placing a major highway on the very edge of the school's playgrounds can be expected to increase respiratory illness among students, faculty and administrators and exacerbate existing respiratory problems. There is no way to mitigate respiratory-health threat if the road is aligned next to the school. There is no space to move the playground to another location.

Alternatives must be found to avoid the vicinity of the Watkins Mill Elementary School's 10-acre campus. One alternative, not offered among the 11 alternatives proposed in your December 12, 2007 Public Workshop, is the Corridor Cities Transitway (CCT). Governor O'Malley last month proposed an \$80M funding to study the engineering of the CCT. G.A.S.P. recommends that your study group suspend further consideration of alternative routes until CCT can be studied by the Maryland Department of Transportation.

Sincerely,



Walt Sonnevile, Secretary  
G.A.S.P.  
314 Wye Mill Court  
Gaithersburg, MD 20879  
waltsonnevile@earthlink.net

March 4, 2005

To: Montgomery County Department of Public Works and Transportation (DPWT)  
Attn.: Ms. Jeri Cauthorn, M-83 Study Manager  
c.c.: Dan Hardy, Project Team Member, Park and Planning  
Ki Kim, Project Team Member, Park and Planning  
Fr: G.A.S.P. (Getting Air Standards Prioritized, an M-83 ad hoc study group of  
scientists and health-care professionals  
Re: Health Risks Associated with Proposed M-83's Proximity to  
Watkins Mill Elementary School (northern Gaithersburg)

This letter is an appeal by scientists and health-care professionals to Montgomery County authorities to sufficiently distance the proposed M-83 highway from the Watkins Mill Elementary School to avoid respiratory damage to the school's students, faculty, and staff caused by M-83 traffic. The letter was prepared by the signatories on behalf of themselves and for organizations of communities near the school who are showing their support by their individual letters.

#### **Proposed M-83 in Brief**

M-83 (the "M" stands for Major) is a proposed extension of Midcounty Highway from its existing terminus at Montgomery Village Avenue to Route 27, and Middlebrook Road from Route 355 to M-83, for a combined length of approximately 6 miles. Near Route 27 M-83 would connect to a future extension (called A-305) to Clarksburg.

Prior to its current study (in process), M-83 has been proposed as a 6-lane divided highway within a 150-foot right-of-way. The last study of M-83 (1992) anticipated 50,000 cars per day with 50-60 mph speed limits.

M-83 was included in the Gaithersburg Master Plans (1971, 1985), the Germantown Master Plans (1996, 1974, 1989), and the Clarksburg Master Plans (1968, 1994). The 1994 Clarksburg Master Plan calls for 10,000 new homes plus new business sites. This has created the need to accommodate added north-south traffic. The widened I-270 and partly-widened 355 cannot handle the anticipated traffic volumes.

The Montgomery County Planning Board's Transportation Policy Report (1-15-02) states: *The comments at the public forums and review of the environmental and community constraints on extending Midcounty Highway from its current terminus at Montgomery Village Avenue to Ridge Road (D 27) have convinced the Board that this section is not feasible to construct. It is reluctantly recommending that this be deleted from the Master Plans.*

The county council nonetheless authorized, at its April 10, 2003 meeting, a \$1.5 million study of the feasibility of constructing the Montgomery Village Avenue/Ridge Road segment. That study, due for completion late 2005, is being undertaken by the county's Department of Public Works and Transportation.

Alternatives to M-83 include the broadly-supported Corridor Cities Transitway, a light-rail (or bus) service from Clarksburg to the Metropolitan Grove MARC train station and beyond to the Shady Grove Metro station. A complement to the Transitway is widening existing connecting roads: Brink, Wightman, and Snouffer School.

Because M-83 would be funded entirely by Montgomery County, an Environmental Impact Statement is not required. Instead the county will issue what it terms an "Environmental Assessment," originally scheduled for completion by December 2004 and currently rescheduled to late February 2005.

### **Proximity of M-83 to Watkins Mill Elementary School**

Relying on the map of proposed highway M-83, prepared for DPWT and distributed at the November 15, 2004 "Midcounty Highway/Middlebrook Road Public Workshop: Parks, Recreational & Community Facilities," it appears the 150' right of way would come within approximately 50' of the ball fields on the Watkins Mill Elementary School (WMES), 320' of the closest portable classroom, and 430' from the brick-and-mortar school. These distances compel careful consideration of the likely health consequences caused by airborne automotive emissions in close proximity to school children, faculty, staff and local sports organizations.

It is the intent of G.A.S.P. to limit this commentary to the risk of M-83 aggravating respiratory problems among WMES students, setting aside the separate important consideration of risks to residents residing in nearby homes, school staff, faculty and sports organizations that use the ball fields. Towards this end we cite statements and conclusions found from studies published in peer-reviewed medical and public health journals evaluating the causal relationship between auto air emissions and aggravation of respiratory illness among children.

### **Pollution and Children's Lung Development**

"Although most studies show that air pollution does not appear to cause asthma directly, children's asthma is known to be exacerbated by air pollution. ... Children are believed to be especially vulnerable due to higher relative doses of air pollution and increased susceptibility as their lungs develop and their bodies grow. ... Air pollution is linked to multiple adverse health effects in children, among them increased respiratory symptoms and hospitalizations for respiratory illnesses, increased or more severe asthma episodes, decreases in lung function, and longer-lasting lung infections. High levels fine particulates are especially linked to aggravation of children's asthma. Exposure to particulate matter is associated with increased lung irritation and respiratory symptoms in children, together with decrements in lung function." (1)

### **The Bay Area Study of Schools (San Francisco)**

“Recent studies, primarily in Europe, have reported associations between respiratory symptoms and residential proximity to traffic; however, few have measured traffic pollutants or provided information about local air quality. We conducted a school-based, cross-sectional study in the San Francisco Bay Area in 2001. ... Concentrations of traffic pollutants [named] were measured at 10 school sites during several seasons. Although pollutant concentrations were relatively low, we observed differences in concentrations between schools nearby versus those more distant (or upwind) from major roads. ... Thus, we found spatial variability in traffic pollutants and associated differences in respiratory symptoms in a region with good air quality. Our findings support the hypothesis that traffic-related pollution is associated with respiratory symptoms in children. (2)

### **More Details of the San Francisco Bay Area Study**

“In the first U.S. study evaluating a link between traffic pollution and respiratory symptoms, state scientists found that the air contaminants spewed from busy roads may pose a health risk to children.” (3)

“Even in an area with good regional air quality, air pollution from nearby traffic may pose a health risk, according to a recently-completed study by scientists from Cal/EPA’s Office of Environmental Health Hazard Assessment (OEHHA) that shows a possible link between air pollution from nearby traffic and respiratory symptoms in children. The study, involved air monitoring and a health survey of about 1,100 students at 10 Alameda County [San Francisco/Oakland area] elementary schools located various distances from major roads... (4)

“The study found that the prevalence of asthma and bronchitis symptoms were about 7 percent higher in children in neighborhoods with higher levels of traffic pollutants compared with other children in the study. ... (4)

“The Bay Area was a good location for the study because it has relatively good regional air quality. That makes it easier to evaluate the specific effects of air pollution from nearby traffic. (4)

“A school’s location near a busy road does not always mean children will be exposed to high levels of traffic pollution. Other factors that influence this include whether the school is upwind or downwind from the road, and the school’s ventilation system.” (4)

### **California Law Now Restricts School Construction Near Busy Roads**

Senate Bill 352 (introduced by Senator Martha Escutia and abstracted here), passed in 2003, “prohibits the approval by the governing board of a school district of a school site that is within 500 feet from the edge of the closest traffic lane of a freeway or other busy

traffic corridor, unless prescribed conditions are met and would make conforming and other technical, non-substantive changes. (5)

“Cars and trucks release at least forty different toxic air contaminants, including, but not limited to, diesel particulates, benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Levels of these pollutants are generally concentrated within 500 feet of freeways and very busy roadways. (5)

“Many studies have confirmed that increased wheezing and bronchitis occurs among children living in high-traffic areas. (5)

“The governing board of a school district may not approve a project involving the acquisition of a school site by a school district unless:

- “For a school site with a boundary that is within 500 feet of the edge of the closest traffic lane of a freeway or other busy traffic corridor, the governing board of the school district determines, through analysis pursuant to paragraph (2) of subdivision (b) of Section 44360 of the Health and Safety Code, based on appropriate air dispersion modeling, and after considering any potential mitigation measures, that the air quality at the proposed site is such that neither short-term nor long-term exposure poses significant health risks to pupils. (5)
- “The governing board finds that neither of the conditions set forth in subparagraphs [setting conditions for school sites] can be met, and the school district is unable to locate an alternative site that is suitable due to a severe shortage of sites that meet the requirement in subdivision (a) of Section 17213. If the governing board makes this finding, the governing board shall adopt a statement of Overriding Considerations pursuant to Section 15093 of Title 14 of the California Code of Regulations.” (5)

### **Other Studies Affirm Bay-Area Conclusion**

A literature search by Winifred J. Hamilton, Ph.D, Director of Environmental Health Section of the Chronic Disease Prevention and Control Research Center, Baylor College of Medicine, shows that “Studies [mostly in other countries] published in a wide range of scientific journals document health effects for people living at various distances from roads with as few as 20,000 vehicles per day. ... The health effects appear strongest within 100 meters (about 1 football field) of major roads, but studies show effects up to 300 meters from major roads.” (6)

The Bay-area study is the best example of schools and traffic-related pollutants and health effects in the United States. There are numerous studies from the United Kingdom and Europe that support the same conclusions.

### **Watkins Mill ES Proximity to M-83 Seems High Risk**

Probably more perilous than the Bay Area 10 elementary schools, located various distances from major roads, is the proximity of M-83 to the edge of the WMES school grounds. It appears the M-83 right of way falls within 50 feet of the school grounds, where ball fields, used by students and youth athletic associations, are now located.

According to M-83 engineering drawings prepared for the county in 1992 by Johnson, Mirmiran & Thompson, P.A., believed to be the latest available, a 150-foot right of way with a 44-foot median plus traffic lanes extending 52 to 64 feet, would allow only 21 feet to 27 feet on either side of the outer traffic lanes.

With traffic this close to WMES ground, the hazards of airborne pollutants seem to elevate the risks of respiratory problems compared to the Bay Area study.

Proposed M-83 would be upwind on the school's western boundary, where near the front of the school (i.e., the school's northern boundary) M-83 would cross and possibly interconnect with the existing Watkins Mill Road. The latter road is approved for a planned direct interconnect to I-270 thus surrounding the school on three sides with high volumes of traffic (two sides facing M-83, one side Watkins Mill Road).

Built in 1970 to accommodate 404 students, today's WMES enrollment of 653 is taught in the original building plus 13 portable classrooms. Plans call for expanding the building by adding six to eight 900 square-foot classrooms and two new kindergarten classrooms. The 10-acre grounds would not be expanded.

### **Asthmatic Children Currently at WMES**

Ms. Terri Kranefeld of the American Lung Association of Maryland (ALA-M) phoned the school nurse at WMES to ask the number of students believed to have asthma. She was told the number known to her at December 2004 was "about 30." That represents about 5% of the 653 students. Based on data provided by ALA-M, approximately 11% of children through age 12 in Maryland have asthma. In Montgomery County the estimated number of asthma cases among children through age 12 increased 56% between 1999 and 2001, growing from 12,263 to 19,072. (7)

### **Our Request to the M-83 Study Project Team**

An Environmental Assessment (EA), as yet undefined, is expected to be completed by DPWT late February 2005. We believe the EA will not be complete and should be revised if it does not include an analysis of the current and projected risk relating M-83 airborne pollutants to the respiratory health of students at WMES. The analysis should reference the projected traffic volume by time of day and the level of airborne pollutants created as a result of the forecast traffic on M-83. There should be two separate analyses done, one in which large trucks are included, and one in which large trucks are excluded,

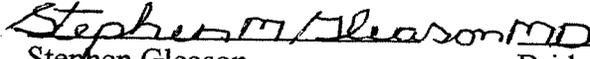
to reflect the possibility that large trucks may be prohibited from using the parkway. Both analyses should include an appropriate mixture of gasoline- and diesel-powered vehicles that reflects increasing market share of diesel-powered engines.

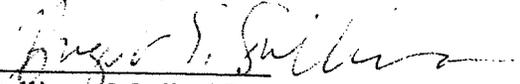
### Summary

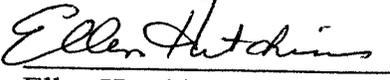
Children are said to be especially vulnerable to asthma. Several studies conclude that asthma is exacerbated by air pollutants emitted by traffic. The closer the traffic is to children, the greater their air pollution exposure and risk for cancer and respiratory disease. The right-of-way of proposed M-83 appears to be within 50 feet of the grounds of Watkins Mill Elementary School, currently attended by 653 children. The school nurse reports that about 30 children (5%) are known to have asthma. This excludes the count of children whose asthma is well-treated and controlled and unknown to the nurse. The asthma rate statewide among children is reported to be 11 percent. Constructing M-83 within 500' of the school grounds runs the risk of increasing respiratory symptoms related to traffic-induced pollution. The planning of M-83 should carefully assess this risk and the associated liability potential faced by the county.

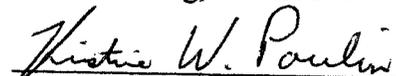
Maintaining healthful air standards at school locations must be ranked over highway needs in prioritizing community goals. We believe the M-83 study team, the DPWT, and the county council share this over-riding commitment.

Sincerely,  
For G.A.S.P.  
(Co-signer, Degree, and School Awarding the Degree)

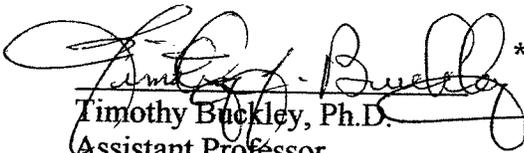
  
Stephen Gleason  
MD, University of Maryland  
Home: 917 Wild Forest  
Gaithersburg, MD 20879

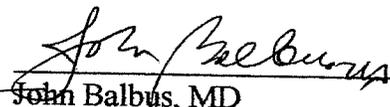
  
Bridget Sullivan, Medical Research Librarian  
M.L.S., University of Maryland  
Home: 332 Wye Mill Court  
Gaithersburg, MD 20879

  
Ellen Hutchins  
Sc.D.  
Johns Hopkins School of  
Public Health  
Home: 1715 Log Mill Lane  
Gaithersburg, MD 20879

  
Kristine Wojtuszewski Poulin  
Ph.D. – Molecular Biology and Biochemistry  
Wesleyan University  
Home: 334 Wye Mill Court  
Gaithersburg, MD 20879

**This G.A.S.P. Letter is Commended by:**

  
Timothy Buckley, Ph.D.\*  
Assistant Professor  
Dept. of Environmental Health  
Johns Hopkins  
Bloomberg School of  
Public Health  
615 N. Wolfe St.  
Room E6614  
Baltimore, MD 21205

  
John Balbus, MD  
Senior Scientist and Director of  
Environmental Health Program  
Environmental Defense  
1875 Connecticut Avenue NW  
Washington, DC 20009

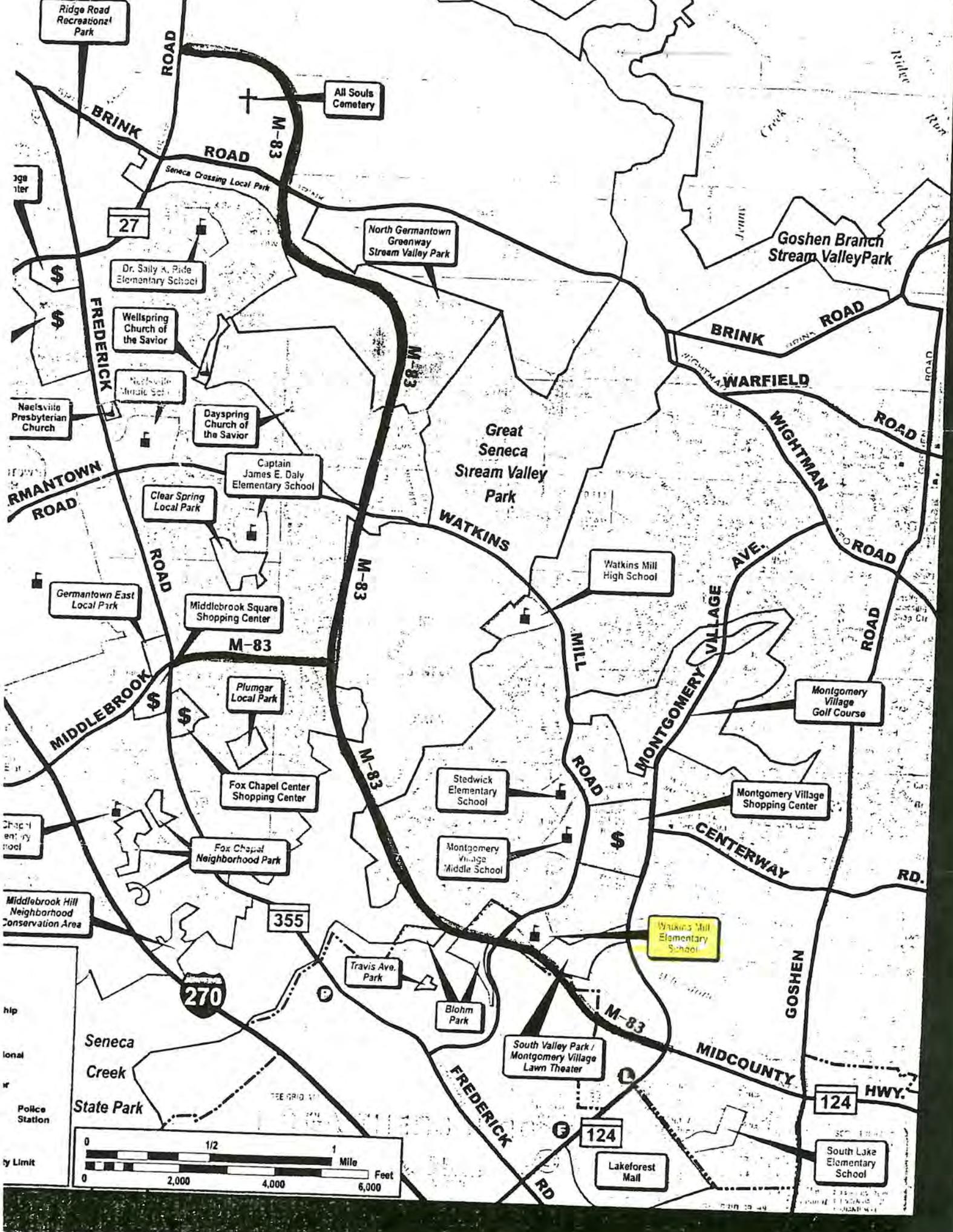
\* Dr. Buckley in this matter represents only his own expert opinion and is not speaking for the Johns Hopkins Bloomberg School of Public Health.

## References

1. "Air Pollution and Children's Health," a chapter excerpt from the Health Atlas of Southern California, 2003, prepared by Andrea Hricko et al at the Southern California Environmental Health Science Center, a partnership of USC and UCLA, funded by the National Institute of Environmental Health Sciences. See [http://hydra.usc.edu/scehsc/coep/coep\\_atlaschap.asp](http://hydra.usc.edu/scehsc/coep/coep_atlaschap.asp)
2. "Traffic-related Air Pollution Near Busy Roads – The East Bay Children's Respiratory Health Study," by Janice J. Kim et al, *American Journal of Respiratory and Critical Care Medicine*, Vol. 170, pp 520-526, 2004
3. "Respiratory Ills in Kids Linked to Traffic Pollution," article by Jane Kay, Chronical Environment Writer, *San Francisco Chronicle*, October 20, 2004
4. "OEHHA Study Shows Possible Link Between Traffic Pollution, Children's Respiratory Symptoms," News Release #04-09, October 19, 2004, Office of Environmental Health Hazard Assessment, California Environmental Protection Agency.
5. California State Senate Bill SB 352 (passed 2003). Introduced by Senator Martha Escutia (district phone is 562-929-6060, capitol phone is 916-327-8315). For entire copy of bill see [http://info.sen.ca.gov/pub/03-04/bill/sen/sb\\_0351-0400/sb\\_352\\_bill\\_20031003\\_chaptered.html](http://info.sen.ca.gov/pub/03-04/bill/sen/sb_0351-0400/sb_352_bill_20031003_chaptered.html)
6. "Health and the 2025 [Houston] Regional Transportation Plan," sent as an attachment to a personal e-mail. Author is Winifred J. Hamilton, PhD., at [Hamilton@bcm.tmc.edu](mailto:Hamilton@bcm.tmc.edu) References cited are provided as an attachment herein.
7. Terri Kranefeld, American Lung Association of Maryland, phone conversation, December 16, 2004 (phone 410-560-2120, ext. 206).

ATTACHMENT  
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Ridge Road  
Recreational  
Park

All Souls  
Cemetery

27

Dr. Sally A. Pade  
Elementary School

Wellspring  
Church of  
the Savior

Nashville  
Masonic Soc.

Nashville  
Presbyterian  
Church

Dayspring  
Church of  
the Savior

Captain  
James E. Daly  
Elementary School

Clear Spring  
Local Park

Germantown East  
Local Park

Middlebrook Square  
Shopping Center

Plumgar  
Local Park

Fox Chapel Center  
Shopping Center

Fox Chapel  
Neighborhood Park

Middlebrook Hill  
Neighborhood  
Conservation Area

355

270

Travis Ave.  
Park

Blohm  
Park

South Valley Park /  
Montgomery Village  
Lawn Theater

Watkins Mill  
Elementary  
School

FREDERICK  
RD

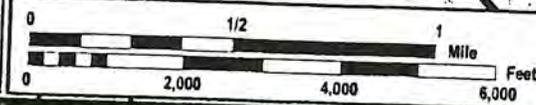
124

Lakeforest  
Mail

MIDCOUNTRY

124 HWY.

South Lake  
Elementary  
School



jean Gendron

[jg0716@verizon.net](mailto:jg0716@verizon.net)

[Hide details](#)

To:



Date: August 18, 2013, 8:38 PM

Dear Mr. McKewen of Maryland Dept of Environment, Wetlands and Waterways Program

I urge you to reject the permit application for M-83, especially alternatives 4, 8 and 9.

These would negatively impact our wetlands, and bring noise, traffic and pollution to our neighborhoods.

Thank you. Jean Gendron, 10307 Watkins Mill Drive  
Montgomery Village, MD 20886-3950

*Germantown Historical Society*

*P.O. Box 475*

*Germantown, MD 20875*

Montgomery County Dept. of Transportation  
Greg Hwang, Project Manager  
100 Edison Park Dr., 4th Floor  
Gaithersburg MD 20878  
August 14, 2013

Mid County Highway Corridor Study

The Amended Germantown Master Plan of 1974 designated an alignment for M83 which carefully avoided the historic structures and African-American Town of Prathertown.

In 1974 it had been decided that M83 was a necessary element (together with transit) for the future expansion of Germantown and beyond and was to be funded through the five year CIP at that time.

Residents should not have to be continually fighting decisions already made and written into master plans which they are supposed to rely upon when they buy their houses.

It is now time to stop any further study and grant the permit to build the road. The Germantown Historical Society supports the 1974 Amended Master Plan and its present closest alignment, 9A.

Sincerely,



Susan Soderberg, President



Cc: US Army Corps of Engineers  
Maryland Dept. of the Environment

RECEIVED  
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AUG 26 2013  
DIVISION OF TRANSPORTATION  
ENGINEERING

Geneworth Historical Society  
P.O. Box 475  
Geneworth MD 20875

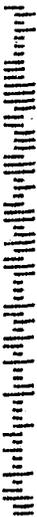
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Montgomery County Dept of Transportation  
Greg Kraybill, Project Manager  
180 Edison Park Drive, 4th Floor  
Gaithersburg MD 20878

20878321001



D Gill

stickbuilt@hotmail.com

[Hide details](#)

To:



Date: August 21, 2013, 4:24 PM

I am a long time resident of Montgomery County and live near the proposed M-83. I would like my comments considered in the decisions on M-83.

If M-83 project must be started, I am in favor of Option 5 which proposes the improvements to RT 355. I think this approach is cost effective to the taxpayers and has far fewer environmental impacts than the other building options.

I am strongly opposed to option 9. This option will be significantly more costly to build and has far greater impacts on the environmental of this rural setting. In particular, I do not agree with alternatives D & A on this option.

Thank you for considering my input.

Dave Gill

10034 Banner Country Court

Gaithersburg, MD 20882

Anil Giragani

anilnj@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 21, 2013, 11:29 AM

Mr. Dinne and Mr. McKewen;

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

Sincerely,

Anil Giragani

2208 Kerrydale Ct

Clarksburg MD 20871-3366.

Robert Goldberg

r.n.goldberg@att.net

[Hide details](#)

To:



Date: August 2, 2013, 9:02 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Robert Goldberg  
21404 Davis Mill Road  
Germantown, MD 20876

Robert Goldberg

r.n.goldberg@att.net

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

Date: August 8, 2013, 6:02 AM

August 8, 2013

Mr. Jack Dinne, CENAB-OP-RMN

U.S. Army Corps of Engineers

Baltimore District

P.O. Box 1715

Baltimore, Maryland 21203-1715

Mr. Sean McKewen:

Maryland Department of the Environment

Wetlands and Waterways Program

160 South Water Street

Frostburg, Maryland, 21532

Dear Mr. Dinne and Mr. McKewen:

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

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

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

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

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

Re: the original master plan route 9A. It is not clear what will happen to the traffic that arrives at the south

terminus of 9A, i.e., when it intersects with Montgomery Village Avenue. Will the existing traffic jams on routes 355 and 27 be "relieved" by new traffic jams on Montgomery Village Avenue, the MidCounty Highway, and Shady Grove Road? If this is the case, it makes no sense to speed up traffic flow on one road and then have traffic stalled on the connecting roads. A critical question is: Will overall traffic flow be significantly improved by construction of a new road? This question can and should be answered quantitatively by using appropriate traffic flow models. And if the answer to this question is a clear "YES", then I support keeping Alternative 9A in place as the Master Planned route. Otherwise, all Alternatives 9 (9A and 9D) as well as Alternative 4 should be removed from the Mater Plan.

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

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

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

Finally, can effective public transportation be implemented within a reasonable time frame (3 to 15 years)? Would public transportation allow a citizen living in Clarksburg to be able to travel from his/her home to Shady Grove Metro in comparable or less time than driving in his/her car? Can the MARC line be expanded to allow for improved (cost and additional scheduled times) travel from upcounty to Washington, DC? I appreciate the very high cost of extending the Metro to Clarksburg and, perhaps, Frederick. However, this cost needs to be compared with the cost of not doing it and the fact that the need to do it may eventually be inevitable.

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

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

Sincerely,

*Robert N. Goldberg*

Robert N. Goldberg

21404 Davis Mill Road

Germantown, MD 20876

Telephone: 1-301-975-2584

E-mail: [robert.goldberg@nist.gov](mailto:robert.goldberg@nist.gov)

cc:

Mr. Greg Hwang

Montgomery County Executive, Dr. Isiah Leggett

Montgomery County Council

**Josh Goldman**

Joshjosh117@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 7:34 AM

This message may not have been sent by: Joshjosh117@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,

Josh Goldman  
15711 Hughes Road  
Poolesville, MD 20837

**Testimony opposing Alternative 4 Modified and supporting Alternative 9 (A)** August 7, 2013

Trees are important, but **not** more important than people. Noise will profoundly and negatively affect people along Alternative 4 Modified's route.

I am Mary Jane Goodrick, a homeowner in Goshen, MD.

My family and I oppose Alternative 4 Modified and support Alternative 9 (A).

In the Public Notice for this hearing it was stated by the agencies: "The decision whether to issue the permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity on the public interest." Then it lists a number of important considerations, including "property ownership and in general, the needs and welfare of the people."

The "needs and welfare of the people" is what I would like to talk about regarding noise and trees.

Alternative 4 Modified presents unacceptable noise levels for the **largest number of homes**, at least a total of 417 according to the Study. Many homes will require ugly sound barriers just to keep out some of the noise out.

But what does that level of noise mean practically? Living on the route of Alternative 4 Modified, where a 4 or 6 lane highway will replace semi-rural 2 lane roads that were never planned for, nor developed, with that in mind will become a nightmare. People will not be able to carry on a conversation in their own backyards, that is, a conversation that can be heard. For many people, they will never be able to sit outside for meals with their families without the atmosphere being ruined. Noise will also affect those same

people inside their homes. What if when you go to sleep, your bedroom or your children's bedroom, is facing the traffic noise, which continues all night long? These are only a few of the effects of unacceptable noise on those who live along or near Alternative 4 Modified. This noise is due to the proximity of homes, the doubling of traffic volume and the widening of the roadway bringing the road closer to homes with Alternative 4 Modified.

Since Alternative 4 Modified was not a part of the Master Plan and never envisioned until recently, none of us could have planned for this unwelcome surprise. It is just the opposite. Our family looked at the Master Plan and decided not to buy one home, and bought the one we live in now because of the Master Plan. We believed the County made a promise to us with the Master Plan, and we made choices based on it.

Noise adversely affects **people**.

According to the Study, with Alternatives 8 and 9, the increase in noise levels would be greatest within the parklands and open space. By definition, there will be fewer homes in the parklands and in open space to affect. But thousands of tax-paying Montgomery County residents **live** year round along Alternative 4 Modified's proposed route.

Alternative 4 Modified will affect 31 acres of trees. Many trees line the route and will be destroyed.

Alternative 9 will affect a lot of trees, but it is important to think how those trees got there. You can't set aside land for a highway, build thousands and thousands of homes based on having that highway, come back 50 years later, and be surprised that there are trees on that land that laid fallow.

Trees are important. I like trees. Trees are a renewable resource, and they are renewed by the ability to plant more trees. The trees of M-83 should not be more important than the disastrous consequences to people who live within the area of Alternative 4 Modified, people who will travel in stop-and-go traffic from inside and outside the community along Alt 4, and people needing emergency vehicles to have speedy access to people in distress.

Trees are important, but **not** more important than people.

You can plant more trees, but you cannot make whole a household along the route of Alternative 4 Modified, if that Alternative is chosen. Noise will profoundly and negatively affect the daily lives of the people whose homes are very close to the potential highway.

There are many other factors that could be discussed opposing Alternative 4 Modified and supporting Alternative 9 (A), but I wanted to spend my three minutes on trees and noise pollution.

My family and I hope you will grant the permit for Alternative 9 (A).

Thank you very much.

maya gorina

mayagorina@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:55 AM

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

maya gorina  
connecticut  
kensington, MD 20895

## Jennie Gosche

Jenniegosche@netzero.net

[Hide details](#)

To:



Date: August 2, 2013, 3:55 PM

Dear Mr. McKewen,

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

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

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Signed,

Jennie Gosche  
3333 University Blvd. W #309  
Kensington, MD 20895

From: Greater-Goshen Civic-Assoc. [mailto:[ourggca@hotmail.com](mailto:ourggca@hotmail.com)]

Sent: Monday, August 05, 2013 4:59 PM

To: Ike Leggett

Cc: Charles Tilford

Subject: Midcounty Corridor Study

Dear Mr. Leggett,

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

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

We wish you continued success in leading our great County.

Thank you very much.

Best regards,

Charles Tilford

President, Greater Goshen Civic Association

301-926-6751

## Tom Grass

tgrass60@yahoo.com

[Hide details](#)

To:



Date: August 5, 2013, 10:05 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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Signed,

Tom Grass  
13500 Clear Morning Place  
Germantown, MD 20874

agravell@comcast.net

agravell@comcast.net

[Hide details](#)

To:



Date: August 19, 2013, 3:24 PM

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

**RE: Mid-County Corridor Study, 2007-07102-M15**  
**MDE- 13-NT-3162/201360802/AI No. 14016**

Dear Mr. McKewen:

Montgomery County's Mid County Corridor Study contains descriptions of several alternatives for north/south transportation improvements in the project study area. The traffic capacity enhancements for all alternatives were presented but, critically, there was not analysis to show the combined capacity effects of Alternative 4 (Brink, Whitman, Snouffer School, Muncaster Mill Roads) and Alternative 5 (MD 355 service roads) together to determine the transportation capacity improvements of a non-Master Plan alignment option. This is a serious flaw in the County's Study and amounts to an unsound, incomplete and dishonest premise on which the joint application is made. I urge the Maryland Department of the Environment (MDE) to deny the Montgomery County Department of Transportation's (MCDOT) application for a permit and reject the Mid County Corridor Study.

The Master Plan alignments (Alternatives 8 and 9) contain significant impacts to forestlands, wetlands, floodplains and waterways.

It is contrary to basic environmental planning principles that Alternative 9 is proposed to run parallel to Whetstone Run for approximately 1,800 feet from, generally, Tanyard Hill Road to Capehart Drive. This stream corridor's ecology will be grossly and permanently degraded as a result of the proposed alignment. In addition, this particular section of Alternative 9 will detrimentally impact Watkins Mill Elementary School and numerous residential properties, lowering property values and negatively affecting quality of life for residents.

It must be made clear that the County's description of Alternative 4 (Brink, Whitman, Snouffer School, Muncaster Mill Roads), greatly exaggerates the right-of-way required to build a fully functional 4-lane roadway. A 4-lane divided highway with one sidewalk can realistically be

accommodated in an 80-ft right-of-way, which is present on the majority of the existing roads along Alternative 4. This right-of-way overstatement (105 feet) in the County's study is disingenuous; the intent was to make Alternative 4 appear much more problematic in terms of property impacts. There is no question that with a smaller right-of-way, Alternative 4 will have, by an order of magnitude, significantly fewer environmental impacts than Alternatives 8 and 9.

The County's Mid County Corridor Study failed to fully and truthfully analyze alternatives to the Mid-County Highway extended as shown on the Transportation Master Plan. The wetland/waterway permit for the Mid County Corridor project should not be granted by the MDE.

Amy Gravell  
47 Windbrooke Circle  
Gaithersburg, MD 20879

Michelle Erica Green

littlereview@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:47 AM

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

Michelle Erica Green  
8114 Inverness Ridge Road  
Potomac, MD 20854

From: Shirley Gunderson [mailto:[shirlegunder@YAHOO.COM](mailto:shirlegunder@YAHOO.COM)]

Sent: Tuesday, September 10, 2013 10:12 AM

To: Ike Leggett

Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Shirley Gunderson

Shirley Gunderson  
19914 Silverfield Dr  
Gaithersburg, MD 20886

Haber, Martin T

Martin.Haber@fda.hhs.gov

[Hide details](#)

To:



Date: August 21, 2013, 10:40 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 our small rural roads. Someday, I hope to see one of the "21<sup>st</sup> century" transit systems for our area, but our transportation problem is here already, the problem is now, it is only becoming worse, and we 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.

I do know that there will be some environmental disturbance in completing M-83. I regret this but feel that it is necessary to complete an effective road system for the large residential and commercial development that has already taken place in Clarksburg. The end result will be a net improvement.

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

Thank you,

Martin Haber, Ph.D.

9700 Wightman Road, Gaithersburg, MD 20979

Lena Haddad

[haddadlena10@gmail.com](mailto:haddadlena10@gmail.com)

[Hide details](#)

To:



Date: August 12, 2013, 5:05 PM

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

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

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

--

Lena Haddad

Awards Limousine Service, Inc.

One Bethesda Metro Center

Bethesda, MD 20814

11017 Grassy Knoll Terrace

Germantown, MD 20814



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

---

## Midcounty Corridor Study

---

jim hall <jimhallmd@yahoo.com>

Thu, Jul 25, 2013 at 1:36 PM

Reply-To: jim hall <jimhallmd@yahoo.com>

To: "sean.mckewen@maryland.gov" <sean.mckewen@maryland.gov>

Dear Mr. McKewen:

This message is a comment with regard to the Joint Public Hearing for the Midcounty Corridor Study, scheduled for August 7 in Germantown, Maryland .

I am most grateful to the U. S. Army Corps of Engineers (COE) and Maryland Department of the Environment (MDE) for your efforts to protect the sensitive, high biodiversity area in the upper reaches of the Dayspring Creek valley by suggesting alternatives to the route of the proposed highway that would lessen the impact on this special area.

I am also grateful for the work that has been done in the Midcounty Corridor Study to define the impacts of the proposed highway on plant and animal life and water quality in the forests and stream valleys that would be lost or degraded should this highway be built.

In my view, however, the Study falls short of being an adequate base on which to permit this project to move forward, in two major respects.

1. The study fails to address transit alternatives in any serious way. To begin with the Purpose and Goals section (with which I realize you have already concurred) is weighted toward purposes and needs which are best served by a new highway, rather than toward purposes that provide better transportation overall for this area of the County. While reducing congestion, improving safety, and enhancing homeland security may be worthy needs, there is a strong assumption that only a new highway can accomplish this. What if, instead, the purpose and need were centered around the transportation system as a whole and included needs such as protecting remaining green spaces (forests and stream valleys), reducing greenhouse gas emissions, and being low in cost? What if improving quality of life was measured not only in terms of commuting times, but also in terms of accessible green spaces for people and wildlife to enjoy? Further, this otherwise very thorough Study has only a page and a half devoted to transit, which only looks at transit projects already under study, and then dismisses them as having no relevance, or not in current County plans for implementation. The Study does not consider in any way how 21<sup>st</sup> Century transit possibilities such as bus rapid transit might play a role in alternatives to address the transportation needs of this part of the County.
2. The Study fails to consider alternatives which would combine better transportation management strategies, with selected widening of existing roads, and with innovative

transit possibilities. The process of only considering these alternatives standing alone naturally favors a result indicating that each would serve less well than a new highway. Quite possibly an analysis of an alternative that combined better transportation management strategies, widening selected existing roads, and major innovating upgrades in transit would show that this combined alternative would outperform the proposed new road, preserve vital green space in forest and stream valleys, and be significantly lower in cost.

I urge you to strongly consider whether or not this Study is adequately done, and I hope you agree that its shortcomings preclude issuing permits at this time.

Sincerely,  
James L. Hall  
11203 Neelsville Church Road  
Germantown, Maryland 20876

**Timothy Harms**

gromit56@gmail.com

[Hide details](#)

To:



Date: August 20, 2013, 8:05 PM

The following are my comments regarding the permit application submitted by the Maryland Department of the Environment regarding the proposed M-83 Mid County Corridor Study.

I am an Environmental Engineer with 35 years of service in the federal government and a retired Colonel from the U. S. Army/Army Reserves as a Sanitary Engineer. My most recent unit affiliation was with the U.S. Army Public Health Command as a senior technical advisor to the Commander. Over my career I have conducted numerous environmental analysis on water/wastewater projects and been instrumental in preparing large and complex environmental impact statements - one in particular was over 1,700 pages long. Another had one alternative that was estimated to have life cycle costs over \$270 billion dollars. I am an acknowledged expert on the Resource Conservation and Recovery Act and conducted extensive training courses on the topic presented across the country.

I am in favor of the no build option and opposed to alternatives 2, 4, 5, 8, and 9 (to include all the sub alternatives).

I attended the public hearing conducted at the Seneca Valley High School on August 7, 2013. While I signed up to speak due to the number of speakers my turn did not come up to speak until past the time I was able to stay. Had I stayed I would have made the following points:

I believe the analysis as presented by Montgomery County is highly inadequate and grossly underestimates the amount of wetlands impacted. This goes for all alternatives. There is no way the described construction could be done with such little impact - in the short or long term. The mitigative measures are also inadequate and in no way compensate for the proposed destruction of undisturbed land (forest and wetlands).

The analysis clearly appears to have a significant bias towards the master plan alignment. The inclusion of an alternative such as #4 appears to be a 'poison pill' and was included to redirect the reader to select option 9. It seemed to me alternative 4 was selected to essentially incite such a clamor that option 9 would look all the better - even though the analysis shows alternative 4 with significantly less impact and cost. The misdirection of the analysis is too blatant to overlook and should not be allowed.

The analysis is only focused on constructing a road project and does not include any analysis of mass transit in any form such as light rail or bus. There is also no analysis for a much reduced cost option of conducting a traffic light timing study. These studies have been proven to be a low cost alternative resulting in significant benefit to traffic flow.

Additionally, separate from this project is road construction already completed in the Clarksburg area. That construction predisposes the need for the project being evaluated which could be construed as segmentation with the intent to circumvent the intent of NEPA. This is a serious problem with the analysis.

In summary, I believe there are serious flaws in the analysis and the county is misleading the citizens so as to placate the people of Clarksburg. I made the decision years ago to move my residence near to where I work (I live and work in Germantown). I see no reason why the county should pay a tremendous amount of tax dollars to make the commute the citizens of Clarksburg chose on their own a little faster - at the additional expense of destroyed wetlands and tremendous expense.

I do not believe the Mid County Corridor project is well thought out and the permit application should be denied.

Respectfully

Timothy Harms  
11108 Knights Court  
Germantown, Maryland 20876

Anne Harpster

harpster77@hotmail.com

[Hide details](#)

To:



Date: August 2, 2013, 11:30 PM

Dear Mr. McKewen,

Thank you for your work on behalf of our communities.

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

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

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The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the

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

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

Signed,  
Anne Harpster

Anne Harpster  
13213 Clifton Rd  
Silver Spring, MD 20904

Catherine Hekimian

cathyhekimian@comcast.net

[Hide details](#)

To:



Date: August 15, 2013, 11:26 PM

Maryland Dept. of the Environment

Wetlands and Waterways Program

Attn: Mr. Sean McKewen

160 South Water St.

Frostburg, MD 21532

Dear Mr. McKewen:

I strongly support the permit application for the Master Plan alignment of M-83 (Alt. 9, Option A).

It is the only option that will improve traffic flow safely and efficiently and won't negatively impact the "human" environment. Options B & D both destroy a home. [Option B destroys wells or septic for about 15 homes along Brink Road and in some cases that could result in the loss of homes. Option D intrudes through and takes land from the Agricultural Reserve, which would set a precedent for the taking of Ag Reserve land for purposes other than agriculture.]

The Master Plan alignment would have fewer obstacles than trying to "retrofit" existing roads, such as is proposed in Alternative 4 Modified. Existing roads with homes, and consequently dozens of driveways and school bus stops, would cause a myriad of safety problems if these roads were turned into 4-lane highways with 50-mph speed limits. [I can't even imagine the terrible effect to traffic and residents during the months or years of construction alone. But then once it is finished, Alternative 4 Modified would cause virtually everyone living on the widened roads to have to go right out of their driveway, then make a U-turn to go left. They'll have to go past their house and make a U-turn instead of being able to make a left turn into their

driveways. As a resident of Brink Road it would affect me, but my point is not that it would just affect me: It will affect every family along the widened roads. Ninety driveways, according to the Draft Environmental Effects Report. All these U-turns would use more gas, as well as our cars idling while we wait for an opening in two or three lanes of oncoming traffic before we can make our turns, as opposed to the one lane of traffic we cross now.

The current stretch of Midcounty Highway is a great smooth-moving road until it abruptly ends at Montgomery Village Ave. A limited access highway is exactly what is needed to continue the safe and efficient flow of high-volume traffic with minimal interference from existing roads and none from private driveways. Alternative 4 has been projected to impact 90 driveways. Ninety! That is not acceptable. Alternative 4 also would impact 25 unsignalized intersections in that same span, and 13 signalized intersections. 128 access points. This will not promote safe, efficient, high-volume 50-mph traffic flow. This will waste fossil fuels and be more dangerous for drivers, pedestrians, and residents.

For the safest, most efficient, smooth flowing option for motorists, please approve the permit application for Alt. 9 (Option A). That road will minimize intersections, potential pedestrian-related accidents, and impact on school bus stops, which I believe would be much safer for everyone involved. The resulting smooth-flowing traffic will minimize air pollution and carbon emissions as well as reduce gas consumption. Healthier air, safer people, and reduced gas consumption: Isn't this what we should be striving for? But instead we are looking for options because we don't want to cut down trees that grew in the Master Plan right of way, designated in the 1960's? The trees grew because the area was reserved from development. Because M-83 was supposed to be built there! So let's build it. The Master Plan alignment has been planned for and makes sense. It gives us the efficient north/south route we need.

For 30 years the Midcounty Highway has provided excellent access from Montgomery Village to Metro, downcounty roads and recently the Intercounty Connector. M-83's Master Plan route will extend this benefit to the rest of the upcounty. M-83 is needed to relieve congestion on 355 and I-270 and the need only gets greater with the development of the Clarksburg/Germantown/Damascus areas.

Why is Alternative 4 Modified even still an option, when it will be more dangerous for

drivers, pedestrians, and residents, gives us no real benefit in commuting time and would use more fossil fuels?

Please do not approve a permit application for this option. This alternative is made up of rural routes that are distant from the transportation corridor, that are near and crossing streams. In places this route is prone to flash flooding which would only get worse if you more than double the amount of impervious surface with four lanes of road, a sidewalk, and a multi-use path.

If you are looking to improve safety and fuel efficiency on the roads, as well as accommodate future growth, you should rule out Alternative 4 modified and stick with the Master Plan alignment (Alt. 9, option A.) It would be the preferred alternative for fuel efficiency because of reasons stated above, and because it could support a designated bus lane.

I am strongly opposed to the permit application for Alt. 4 Modified.

It adds over seven acres of impervious surfaces to areas that are already prone to flash flooding, thereby making the flooding risk worse. More residents will have unacceptable levels of noise (417 homes) because the route runs right next to so many homes, schools, and churches.

With Alt. 4 Modified, water quality in our wells on Brink Rd. and other roads that are widened will suffer because of increased runoff from the four-lane highway. It will be the least safe, and with the longest travel time. It is the worst alternative for the "human" environment.

Please do not approve a permit for Alt. 4 Modified.

Thank you very much for your time and consideration.

Catherine Hekimian

10501 Brink Rd.

Germantown, MD 20876

PS: Development rose up around the M-83 right-of-way in anticipation of the road being built to the Master Plan route. M-83's construction has been assumed in all upcounty development planning and approval. Changing the project alignment will be more troublesome to the county and to the affected county residents. M-83's Master Plan right-of-way has been mapped, reserved, advertised and marked on the ground. Efforts have been made to disclose the right-of-way to those who chose to live near it. Please don't penalize residents who consulted the Master Plan before they purchased their property.

Paul Herrmann

pb\_herrmann@yahoo.com

[Hide details](#)

To:



Date: August 7, 2013, 7:57 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Paul Herrmann  
Misty Moon PI  
Germantown, MD 20876

**Natasha Hill**

NatashaH28@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 10:55 AM

This message may not have been sent by: NatashaH28@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,

Natasha Hill  
1001 Rockville Pike Apt.1112  
Rockville, MD 20852

## Marty and Susan Hoffman

[martysusan@aol.com](mailto:martysusan@aol.com)

[Hide details](#)

To:



Date: August 3, 2013, 5:52 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. The success, or failure, of the ICC should be factored into the equation, and the senseless building of more roads should be questioned seriously.

Signed, Susan and Marty Hoffman

Marty and Susan Hoffman  
12625 Billington Road  
Silver Spring, MD 20904

Kendra Holt

kendra\_music@hotmail.com

[Hide details](#)

To:



Date: August 2, 2013, 11:11 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,

Kendra Holt  
1111W.Univ.Blvd.  
Wheaton, MD 20902

## Margaret Hopkins

Peggyhop@aol.com

[Hide details](#)

To:



Date: August 20, 2013, 9:38 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,

Margaret Hopkins  
10709 Wayfarer Road  
Germantown, MD 20876

Robin Horner

robinhorner@verizon.net

[Hide details](#)

To:



Date: August 18, 2013, 2:43 PM

Dear Mr. McKewen,

I have lived in and around Montgomery Village since 1979. I was informed about M83 at that time. The county has waited TOO LONG communities are well established. BESIDES the REAL need now-2013- is Route 27 - and there is nothing on the table for this MAJOR traffic area - yet the CO continues to give building permits without roads.

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

There are many reasons to oppose this project. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources. Please widen #355 above Father Hurley and widen Rt 27 to 6 lanes NOW - not 40yrs from now.

Sincerely,  
Robin Horner

Robin Horner  
20465 Watkins Meadow Dr  
Germantown, MD 20876

Thomas Hubers

tchubers@comcast.net

[Hide details](#)

To:



Date: August 2, 2013, 11:50 AM

Dear Mr. McKewen,

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

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Signed, Thomas Hubers  
9301-B Wescott Pl.  
Rockville, MD 20850

Thomas Hubers  
9301-B Wescott Pl  
Rockville, MD 20850

DIV. OF HIGHWAY SERVICES  
DPW & T

2013 AUG 16 AM 7:06  
11509 Summer Oak Drive  
Germantown, MD20874  
August 13, 2013

Montgomery County Dept. of Transportation  
Greg Hwang, Project Manager  
100 Edison Park Dr., 4th Floor  
Gaithersburg MD 20878

RECEIVED  
DOT  
AUG 16 2013  
DIVISION OF TRANSPORTATION  
ENGINEERING

### Midcounty Highway Corridor Study

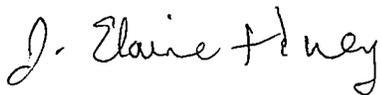
I have been a resident of Germantown since 1974, have seen many changes and have been very involved in civic life.

Ever since I have lived here, M83 has been on all local master plans and the regional master plan. The original plan took into account historic places and buildings, and the designated right of way was placed in the most efficacious location.

I ask you to follow the Master Plan Alignment Alt 9a and issue a permit for this alignment. The road was planned, together with transit options, for the planned expansion of Germantown and Clarksburg. Germantown has since had a further expansion of many millions of square feet of commercial development and many thousands residential units. This puts further pressure on the existing roads and makes M83 even more necessary.

We do not need any more money to be wasted on studies. We need M83.

Sincerely,



J. Elaine Huey

Cc: US Army Corps of Engineers  
Maryland Dept. of the Environment

Nanci Hurt

nancihurt@comcast.net

[Hide details](#)

To:



Date: August 8, 2013, 3:14 PM

Dear Mr. McKewen,

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

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Signed,

Nanci Hurt  
9620 Watkins Road  
Gaithersburg, MD 20882

Dan Hussey

hussey.dan@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 19, 2013, 8:55 PM

Dear Mr. Jack Dinne and Mr. Sean McKewen-

I am writing to request that the permit for building MD-83 options 9, 8, and 4 (and all variations) not be granted. I believe that these options are damaging to the environment, represent major pedestrian safety hazards, especially for children, and will not adequately address the main intent of reducing traffic congestion.

I live in the Stedwick community of Montgomery Village, and back to the Seneca Creek State Park. My wife and I walk our dogs along the Seneca Creek and the many runs and ephemeral streams that would be negatively impacted. It is a beautiful riparian zone; on our walks we've seen nesting geese, great blue herons, turtles, fox, raccoons, fish, and many other animals. The proposed options 4, 8, and 9 would do great harm to this beautiful wetland area that floods with every rain some 100 feet from the river bank. Even if built with responsible construction practices, the road would inevitably wash more trash and road salt into the streams, and would further fragment habitat that is already crossed by two major highways just a mile away.

The proposed alternative 9 passes right next to Watkins Mill Elementary School, which serves a neighborhood largely comprised of first-generation immigrants. On our way to work every morning during the school year we pass an amazing parade of cultures as neighborhood children walk to school. Some kids safely walk without their parents, and others are accompanied by parents pushing a little brother or sister in a stroller. The proposed options 8 and 9 would place a dangerous highway between where most of these children live and their school. There is no mention of safe pedestrian passage that would make it safe for these children to walk to school, which is so much healthier--for the individual and the community--than being driven by bus or car.

Clearly traffic in our region is bad. We have not adequately developed mass transit alternatives and this poor lack of planning is starting to show the limits of relying on roads to spur our future development. More surface roads with signaled intersections aren't the answer. We need to improve the roads we have, and strive toward legitimate transit options. At the hearing, many complained of poor access to Shady Grove for those living in Clarksburg. On the occasion that I have had to go to Shady Grove, I've been astonished at how full the parking lot is; I wonder, how

much more capacity does Shady Grove have to serve the northern suburbs, not just Clarksburg, but Urbana and Frederick? It is time that the red line or some other spur of the Metro be extended north to provide real transit options into Washington, DC. The MARC train is a pitiful excuse for transit. It has a horrible on-time record and very restrictive schedule, and is simply not an option for many commuters.

The cost of options 4, 8 and 9 are excessive. I do not support using my tax dollars to build a new road which will greatly damage wetlands and forest, endanger pedestrian safety, erode a vibrant community, and does little to improve traffic congestion. The master plan was drafted in the 1960's. Much of what we thought was a good idea in the 1960's has either been left by the wayside or shown to be dead wrong – our thinking on civil rights, the environment, and what constitutes good urban planning have all radically evolved since the master plan was drafted. I urge you to deny the permit to build M83 alternatives 4, 8, and 9.

Sincerely-

Daniel S. Hussey

19537 Gallatin Ct.

Montgomery Village, MD 20886



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

---

## Midcounty Corridor Study

---

Vern Hutchison <vernhutch@hotmail.com>

Wed, Jul 17, 2013 at 11:24 AM

To: "greg.hwang@montgomerycountymd.gov"

<greg.hwang@montgomerycountymd.gov>, "john.j.dinne@usace.army.mil"

<john.j.dinne@usace.army.mil>, "sean.mckewen@maryland.gov"

<sean.mckewen@maryland.gov>

Mr. Greg Hwang

Mr. John Dinne

Mr. Sean McKewen

Hello Gentleman:

As a concerned homeowner I would like to express my opposition to Alternative 4 Modified, Brink-Wightman-Goshen-Snouffer School-Muncaster Mill. This area contains a number of small neighborhoods that already sit close to Brink, Wightman, Snouffer School, Montgomery Village Ave and Warfield Rd. Expanding Brink-Wightman-Goshen-Snouffer School-Muncaster Mill will cause an enormous increase in noise from traffic as well as cut the already limited amount of grass and trees along the roads between the neighborhoods. It seems like one of the other alternatives will make a lot more sense. Alternative 4 Modified will also bring down property values in my neighborhood (Salems Grant) as well as create a burden entering and exiting the neighborhood. I feel very strongly that Alt 4 will cause a severe negative impact on our small community. Our community is just too small to handle this kind of modification.

Thank you for considering my feedback.

Vern Hutchison

Homeowner

Salems Grant, Montgomery Village

Joel Iams

joel\_iam@yahoo.com

[Hide details](#)

To:



Date: August 8, 2013, 2:33 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Joel Iams  
Sligo Creek Pkwy  
Silver Spring, MD 20901

## Cheryl Imperatore

cimperat@aol.com

[Hide details](#)

To:



Date: August 1, 2013, 11:16 PM

Dear Mr. McKewen,

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

To move forward and give some traffic relief, the most viable build-out is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south.

The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. Work with Amtrak and MARC train systems as well, to provide immediate, alternative transit along existing railbeds for community members.

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

Cheryl Imperatore

Chrisman Hill Dr

Boyd's, MD 20841

Andrew Ireland

andrewireland@mac.com

[Hide details](#)

To:



Date: August 2, 2013, 2:22 AM

Dear Mr. McKewen,

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

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

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

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

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

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

Signed,

Andrew Ireland  
7525 Hampden Ln  
Bethesda, MD 20814

Hank Jacob

to me, john.j.dinne, oicemail, +2

Aug 20 [Details](#)

I am a longtime resident of Montgomery Village and live a block from Wightman Road. I have watched the community grow from a roadside vegetable stand to a Safeway, a Giant etc. Enough is enough. I don't want my property values to go down because of noise and vehicle fumes and I don't want my family to be subjected to these negative influences on our lifestyle too. I have seen the three way stop at Montgomery Village Avenue and Wightman become a fourway stop and then a traffic light. I don't want to see a four lane throughway come through our neighborhood to accommodate my upcounty neighbors in Clarksburg! Let them sit on 270! DO NOT SUPPORT THE MID-COUNTY HIGHWAY ALTERNATIVE 4 - Modified or in any incarnation. Thank you - Henry Jacob, 20728 Highland Hall Drive, Montgomery Village MD 20886

Laura Jacob

[laura@jacobfam.net](mailto:laura@jacobfam.net)

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

[Redacted]

Date: August 21, 2013, 10:21 AM

I am a longtime resident of Montgomery Village and live a block from Wightman Road. I have watched the community grow from a roadside vegetable stand to a Safeway, a Giant etc. Enough is enough. I don't want my property values to go down because of noise and vehicle fumes and I don't want my family to be subjected to these negative influences on our lifestyle too. I have seen the three way stop at Montgomery Village Avenue and Wightman become a fourway stop and then a traffic light. I don't want to see a four lane throughway come through our neighborhood to accommodate my upcounty neighbors in Clarksburg! Let them sit on 270! DO NOT SUPPORT THE MID-COUNTY HIGHWAY ALTERNATIVE 4 - Modified or in any incarnation. Thank you  
- LauraJacob, 20728 Highland Hall Drive, Montgomery Village MD 20886

ennyf16@verizon.net

jennyf16@verizon.net

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

Date: August 10, 2013, 1:01 PM

Hello,

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

**Jeo, David**

David.Jeo@montgomerycountymd.gov

[Hide details](#)

To:



Date: August 20, 2013, 5:04 PM

Dear Mr. McKewen:

I oppose M-83

Below are just a few reasons why I object.

While I understand the necessity for a Master Plan when addressing the future of something as large and complicated as Montgomery County, I believe there needs to be flexibility for review and revision in light of the development of new trends, studies and new technologies. A lot has happened in forty some years. To me the Master Plan is about where people will be living and how they will move around. Two key factors to that are the home and the automobile. Neither remains as they were forty years ago. Economy has demanded and technology has provided the ability to make both more efficient and sustainable. I feel we should expect the same from our Master Plan. Something efficient that will sustain and protect our community for generations to come.

I don't have the answers. I do have questions. Like, why on I-270 the major lanes of traffic, in several locations, are allowed to exit into local lanes with-in the same stretch of road were local lanes are allowed merge into the main lanes; thus bringing everything to a stand still. I wonder if large companies systematically staggered the times their employees started their workday if it would help receive congestion. I doubt these are the answers. But that's not my point. My point is that there are people exponentially more intelligent than me (as you've probably figured out) that can come up with something more innovative than, "hey, let's build another road".

Of course the cost of constructing a new road is just the beginning. The cost of trying to maintaining a road and the surrounding environment goes on for decades. Montgomery County is no exception to the documented infrastructure deficiencies through-out the United States. Existing bridges, roads, water systems and the power grid are all in need of attention. It would perhaps be prudent to address current infrastructure deficiencies as a way to increase transportation efficiency. We also might need to consider that growth is not the only measure of success.

Growth. I consider the construction of M-83 contrary to "Smart Growth". As the proposed roads would encourage people (both resident and non-residents; tax payers and non-tax payers) to drive across the County on a regular basis for work and pleasure. I also believe the construction of such roads encourages people to move further away from established transportation systems to housing developments where they can afford bigger and more luxurious properties. And while I have no right to deny anyone these pleasure, I don't think other communities should be paying for that privilege with their tax-dollars, health and quality of life. The irony of a new major roadway cutting through communities like Montgomery Village is that they were designed to be sustainable/livable communities. Communities where you could live, work, shop and enjoy leisure activities with-out having to drive far or at all. In addition, communities that offer mass transit close at hand; Ride-On, Metro and MARC.

Time and science have proven that our environment is considerably more fragile than we have suspected in the past. I think it's time we stop "mitigating" environmental damage that we cause; and stop creating environmental damage in the first place. As much has been suggested in past rulings by The Army Corps of Engineers and the EPA when they have denied federal funding for M-83 because many of the alternatives would pave over protected, undeveloped parklands that contain tributaries to Great Seneca Creek.

In conclusion, I'll restate that I am saying NO TO M-83. As I don't believe the construction of the proposed new roads will relieve traffic for any sustain period of time; and that the negative effects on the health of our residents, the environment and quality of life will not only be detrimental to the communities directly in the path of the proposed roads, but negatively effect all of Montgomery County and its residents.

David Jeo

Office of Public Information

Montgomery County, Maryland

240-777-6517

**Bob Judis**

rjudis@gmail.com

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

Date: August 21, 2013, 9:53 AM

Mr. Dinne and Mr. McKewen;

I strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options. I am a retired person and I don't need to fight more traffic than necessary.

Yours very truly,

Robert D. Judis

12608 Horseshoe Bend Circle

Clarksburg, MD 20871

Brian Judy

contact@redaphid.com

[Hide details](#)

To:



Date: August 7, 2013, 9:20 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,

Brian Judy  
10428 Kardwright Ct  
Montgomery Village, MD 20886

## Catherine Junghans

katiejunghans@verizon.net

[Hide details](#)

To:



Date: August 1, 2013, 7:55 PM

Dear Mr. McKewen,

I am one of the regular retreatants at Dayspring Silent Retreat Center. It is one of the reasons that I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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

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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, Catherine (Katie) Junghans

Catherine Junghans  
9605 Main Street  
Damascus, MD 20872

gregory kemp

gvkemp@hotmail.com

[Hide details](#)

To:



Date: August 18, 2013, 9:35 AM

Dear Mr. McKewen,

Please reject the permit application for M83, the Midcounty Highway Extension. An excess of roads is not the answer. Not only will the project threaten highly valued green areas, but it is but another backwards step in solving transportation issues. It is time that we show some sense and do something that will change the culture of urban sprawl. Public transportation is one option. No new road is another. What will happen without M83? It will force people to make smarter transportation decisions. Montgomery county is a leader in so many ways, why not be a leader here.

I use the green areas which would be damaged by some of the road options three or more times per week. This includes running, hiking, mountain biking, and canoeing. These areas are genuine treasures. I cannot believe that there are not smarter alternatives.

Although I am against any M83, the only decent choice (if a choice must be made) is Alternative 2. I am against it overall, but I do see it as best of the options being considered. Keep the traffic to the existing traffic corridor. Protect our precious resources.

Signed,  
Gregory Kemp

gregory kemp  
20309 sandsfield ter  
germantown, MD 20876

## Vijay Kandaswamy

vijay\_kandaswamy@yahoo.com

[Hide details](#)

To:



Date: August 9, 2013, 10:06 AM

Dear Mr. McKewen,

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

Signed,

Vijay Kandaswamy  
11013 Grassy Knoll Terrace  
Germantown, MD 20876

craig kaplan

craigrkaplan@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 1:16 PM

This message may not have been sent by: craigrkaplan@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 only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the

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

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

Signed,

craig kaplan  
8017 horseshoe lane  
potomac, MD 20854

## Jay Kaplon

toobytoo@hotmail.com

[Hide details](#)

To:



Date: August 1, 2013, 6:23 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,

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

**Malinda Karunaratne**

mdkarunaratne@gmail.com

[Hide details](#)

To:



Date: August 1, 2013, 10:59 PM

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

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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,

Malinda Karunaratne  
20518 Sterncroft ct  
Montgomery Village, MD 20886

**Denise Kearns**

kearns67@verizon.net

[Hide details](#)

To:



Date: August 6, 2013, 8:48 PM

Dear Mr. McKewen,

I strongly urge you to reject the permit application for M83, the Mid-county 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 that also consider the fiscal responsibility to the county. The County Council recently debated whether M-83, Alternative 9, was the best choice. Rob Robinson, Gaithersburg's city long-range planner, recently stated in The Gazette, that the costs of M-83 Alternative 9, outweigh the benefits.

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. It is clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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

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The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least (about \$41 million), 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,  
Denise Kearns

Denise Kearns  
Yellow Leaf Terrace  
Germantown, MD 20876

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From: Fred Kelly [mailto:[fredtkelly@comcast.net](mailto:fredtkelly@comcast.net)]  
Sent: Wednesday, August 21, 2013 5:33 PM  
To: '[john.j.dinne@usace.army.mil](mailto:john.j.dinne@usace.army.mil)'; '[sean.mckewen@marlyand.gov](mailto:sean.mckewen@marlyand.gov)'  
Subject: I support Alternative 9, Option A (M-83)

Dear Mr. Dinne and Mr. McKewen

I strongly support the original master plan that has been publically disclosed since the 1960s. We bought our house based on that plan. Other alternatives will put more traffic on Goshen Road and Montgomery Village Avenue. Traffic that wants to go towards Damascus or the eastern up-county area.

The speed limits on Goshen Road and Montgomery Village Avenue will need to be lower than a limited access extension to the current mid-county highway envisioned in the M-83 plan. People going up county will game the roads - selecting the road that gets them north more quickly. Sometimes this will be Goshen Road Alt 4 or Montgomery Village Ave Alt 3 depending on the time of day or traffic. If Alt 4 is implemented, which I strongly oppose, people will still use Alt 3 to get to their destination. The quickest route north will always be original master plan road - the M-83.

In addition the original Alternative 9 Option A does not

1. Encroach on the Agricultural Reserve
2. Has the lowest projected accident rate
3. Shortest travel time
4. Safest bike and pedestrian paths
5. Fewer intersecting roads
6. No lost residences
7. Fewer intersecting roads and driveways
8. And less than one acre of wetlands displace, which can be made up by expanding the creek area around dead man's curve.

Most important why have a master plan with people buying properties based on that plan and then scrap that plan.

Sincerely

Fred and Barbara Kelly

8700 Lochaven Drive

Laytonsville, MD 20882

Dear Mr. Din ne and Mr. McKewen

We strongly support Alternative 9 , Option A (M-83), the Master Plan route.

The right of way has been publicly disclosed and reserved for development since the 1960s.

Many of us made our shortest and safest travel time; safest bike and pedestrian path; fewest intersecting roads and driveways (13);no residences lost; and less than one acre of wetlands displaced.

We cannot further delay choosing this Alternative. Our traffic is the worst in the nation and will only get worse. Other alternatives will provide only small adjustments to the traffic congestion. We have to look at this as the completion of a traffic system. Further delay completing the Midcounty Highway will ensure traffic gridlock in that area and on all the corridors from Clarksburg down county.

We believe that Alternative 9, Option (A) makes the most sense of all the Alternatives. Option A , the original Master Plan for the terminus, is the Master Planned route and does not encroach on the Agricultural Reserve.

Thank you.

Sincerely,

Ron and Anne Kirchoff

21040 Brink CT.

Gaithersburg MD.

**Barbara Knapp**

chestnutgrower@gmail.com

[Hide details](#)

To:



Cc:



Date: August 11, 2013, 11:12 PM

Dear Mr. Dinne and Mr. McKewen,

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

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

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

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

Sincerely,

Barbara B. Knapp

21900 Davis Mill Road

9/19/13

Gmail - mcc captured (21)

Germantown, MD 20876

301-916-6133

Paula Koch

paulakoch1@verizon.net

[Hide details](#)

To:



Date: August 19, 2013, 12:30 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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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, Paula A. Koch

Paula Koch  
20468 Watkins Meadow Drive  
Germantown, MD 20876

**Beth Kosiak**

B\_Kosiak@comcast.net

[Hide details](#)

To:



Date: August 2, 2013, 1:44 PM

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. As a 25 year resident of Montgomery Village, I am vehemently against this construction, which ultimately is not the long-term answer to traffic congestion and will destroy the environment and decimate our economically and racially diverse community. It is irresponsible and unwarranted to build a highway when viable alternatives are available, such as improvements to existing roads and sponsorship of mass transit alternatives.

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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,

Beth Kosiak, Ph.D.

Beth Kosiak  
10709 Seneca Spring Way  
Montgomery Village, MD 20886

Quon Kwan

qykwan@gmail.com

[Hide details](#)

To:



Date: August 4, 2013, 8:50 PM

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

Quon Kwan  
14913 Bauer Drive  
Rockville, MD 20853

Monica La

monicala82@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 1:25 PM

This message may not have been sent by: monicala82@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,

Monica La  
11326 King George Drive  
Silver Spring, MD 20902

Kenneth Landon

kpljr@verizon.net

[Hide details](#)

To:



Date: August 6, 2013, 9:06 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,  
Kenneth Landon

Kenneth Landon  
10000 Raynor Road  
Silver Spring, MD 20901

**M. Langelan**

mjlangelan@gmail.com

[Hide details](#)

To:



Date: August 1, 2013, 8:27 PM

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

M. Langelan  
7215 Chestnut St.  
Chevy Chase, MD 20815

**Sandra Lara**

Stlara82@gmail.com

[Hide details](#)

To:



Date: August 24, 2013, 1:13 PM

This message may not have been sent by: Stlara82@gmail.com

Dear Mr. McKewen,

Dear All,

I go to visit my parents home in Montgomery village. And love walking through the trail behind their home. We walk almost everyday through the trail with our dog. And if my dog could speak he would say he loves the trail! A highway in that area does not seem like a good option for the people who live around there. Besides the noise that it will create, it would completely change the scenery and will displace many of the wild life that I have seen live in that area. .I CAN NOT imagine that the best option is to replace nice tranquil scenery and wild life for messy construction and loud traffic. Please I urge you to consider other options. Thank you.

Sandra Lara

83 Pontiac way

Gaitgersburf, MD 20886

Teresa Lara

Dee52811@yahoo.com

[Hide details](#)

To:



Date: August 21, 2013, 12:25 AM

Dear Mr. McKewen,

Please reject the permit application for M83. This highway project will greatly impact our lives as we live in Montgomery village and will be greatly affected if this project is accepted. My family and I and our dog greatly enjoy walking through the forest and appreciate the wildlife there. Every day we walk the trail and we are so glad to have nature in our back yards. Please oppose m83, as this will not only destroy wetlands but also cause traffic noise in our neighbor hood and decrease the value of our homes.

We plan to stay here and have not sold our home due to the fact that we love beign so close to nature.

My family and I agree that improving 355 will be a better option as we travel everyday on it. Why destroy nature, wetlands, neighborhoods when there's a simpler option? Alternative 2.

Please reject the permit for this project. Thank you.

Signed,

Teresa Lara  
19007 Capehart dr  
Gaithersburg, MD 20886

**Carlos Lara**

Cvlara723@hotmail.com

[Hide details](#)

To:



Date: August 21, 2013, 12:05 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,

Carlos Lara  
19007 Capehart Dr  
Gaithersburg, MD 20886

Alan Lauer

[lauerbunch4@yahoo.com](mailto:lauerbunch4@yahoo.com)

[Hide details](#)

To:



Date: August 1, 2013, 6:40 PM

Dear Mr. McKewen,

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

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Signed,

Alan Lauer  
9408 Riley Place  
SilverSpring, MD 20910

Lonnie Lee

lonniejlee@comcast.net

[Hide details](#)

To:



Date: August 1, 2013, 9:52 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,

Lonnie Lee  
1304 Cresthaven Dr.  
Silver spring, MD 20903

Lonnie Lee

lonniejlee@comcast.net

[Hide details](#)

To:



Date: August 6, 2013, 11:49 PM

Dear Mr. McKewen,

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

Signed,

Lonnie Lee  
1304 Cresthaven Dr.  
Silver spring, MD 20903

## News For Camp Leeds

news4campleeds@verizon.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 11, 2013, 9:48 AM

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

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

Dear Messrs Dinne and McKewen,

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

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

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

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

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

Thank you,

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

kamhleung@aol.com

kamhleung@aol.com

[Hide details](#)

To:



Date: August 12, 2013, 9:42 AM

Dear Sean,

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,

Kam Leung  
11036 Grassy Knoll Ter  
Germantown, MD 20876