

Gale Quist
11201 Neelsville Church Road
Germantown, MD 20876-4130

July 30, 2013

U.S. Army Corps of Engineers
Baltimore District
ATTN: Mr. Jack Dinne, CENAB-OP-RMN
P.O.Box 1715
Baltimore, MD 21203-1715
John.j.dinne@usace.army.mil

Maryland Department of the Environment
Wetlands and Waterways Program
ATTN: Mr. Sean McKewen
160 South Water Street
Frostburg, MD 21532
sean.mckewen@maryland.gov

Dear sirs:

I will be out of the country on the hearing date for the subject study, so am providing these written comments.

As an environmental scientist, I must say I find the environmental documentation to be quite thorough. The precious stretch of forest, wetlands, creeks, and meadows that this project would disrupt has been investigated and presented quite well. What we stand to lose if this road is ever constructed will be remembered by future generations by way of this document.

I see two major flaws in the documents:

1. The purpose and needs statement pre-determined that the road would be built, regardless of consequences to environment, health, cultural and historic resources, or long-term benefit to Montgomery County Residents.
2. In this massive document, mass transit is given two pages of token inclusion. It is not seriously explored as an alternative, as required by NEPA.

For the eight or so years this study has been underway, the public has been told repeatedly that the purpose was to "determine the need" for M-83. The study was proposed in the context of a unanimous recommendation from a transportation planning task force and the M-NCPPC to permanently remove the project from the master plans. It was decided instead to do this study to determine "if there was a compelling need for the road."

In the public notice for the upcoming hearing on the study, the purpose is stated as "to develop transportation improvements in Montgomery County east of I-270 between Clarksburg and Gaithersburg." This leaves no place for even considering whether or not the project should be eliminated from future planning. Furthermore, the purpose statements pretty clearly insure, a priori, that the master plan alternative will be the most "desirable" for achieving the stated "improvements" to traffic.

I would have hoped for a study that recognized the extensive community costs along this route as sufficient to reject all future consideration of building there. And equally important, the study should have looked seriously at mass transit and improvements to existing roads and intersections. For example, Philip Tarnoff in his book *The Road Ahead*, describes practices such as traffic light timing, entrance ramp metering, and other low-cost solutions to achieve dramatic improvements in traffic capacity of existing roads. The subject study does not appear to have made any serious attempt to include these options in its limited scope.

It is well understood that we are living in a world where CO2 emissions are far greater than will be sustainable for much longer. We must **reduce** atmospheric carbon, not keep generating more. Furthermore, it is well known and also obvious that new roads generate more trips, more traffic, more atmospheric emissions, and ultimately don't improve transportation, as the new roads fill with traffic. Mass transit solutions to our transportation needs must take first priority in major planning such as this. The two pages in the report on mass transit indicate a complete refusal to give that alternative the careful study it deserves. **The application for permits should be rejected on this basis alone.**

IMPACTS ON COUNTY STREAM VALLEY PARKLAND

Beyond the philosophical considerations above, the environmental impacts are the primary reason not to construct M-83. In spite of many assurances of "mitigation", some impacts from major construction such as this simply cannot be mitigated. The ribbon of greenbelt around Germantown's NE perimeter is already more slender than originally anticipated by the master planners. To bisect this narrow park with a four-lane, ultimately six-lane, highway will essentially **eliminate the park**. Disruption of wildlife habitats and corridors, introduction of air and water contaminants to the creek and special high-biodiversity area, elimination of mature forest canopy, noise and visual impacts; these things cannot be mitigated. Either we will preserve a precious stretch of healthy forest, creek, and wetland, and maintain a greenbelt park, or we will construct a major highway. Specifically, the claimed 0.87 acre wetland impact for a bridge over Dayspring Creek seems inaccurate and disingenuous. This figure ignores the additional construction impacts (i.e. equipment access roads and tree removal) which will increase that impact area.

Some years ago, the Church of the Saviour dedicated a permanent conservation easement along the Dayspring Creek, and its seeps and steep slopes. This preservation effort will be pointless if the County is allowed to compromise the northeast side of the creek with major construction. Even though the planned route is now as far up-slope as adjoining private properties will allow, the down-slope impacts will remain.

Over several decades, I have been involved in efforts to make sure the environment got equal time with the highway planning aspects of the study of this proposed highway. I believe that your documentation largely reflects all the impacts that should be considered. My plea is that substantial weight will be given to these impacts in your deliberations over whether to issue permits. I believe that the trivial attention given to the alternative of mass transit and existing road improvements is a violation of the NEPA process, and that you must disapprove any permits on that basis.

In summary, I believe that you must reject this application for wetlands and other permits. Montgomery County should not follow up with further study of the road option, but rather with the development of a 21st Century transportation plan featuring sensible, workable, mass transit, as well as delivering the walkable, bikeable neighborhoods which the Germantown Master Plan promises.

Sincerely,

Gale Quist

Dinne, John J NAB

From: MARY GOODRICK [maryjanegoodrick@gmail.com]
Sent: Monday, August 19, 2013 9:14 PM
To: Dinne, John J NAB; sean.mckewen@maryland.gov; MARY GOODRICK
Subject: [EXTERNAL] Fwd:
Attachments: GGCA testimony M-83 Aug 7, 2013.docx

----- Forwarded message -----

From: Craig Smith <marycraig1@msn.com>
Date: Mon, Aug 19, 2013 at 9:05 PM
Subject:
To: "maryjanegoodrick@gmail.com" <maryjanegoodrick@gmail.com>, maryjanego
<maryjanego@hotmail.com>

Attached is a hard copy of the testimony I gave at the hearing on Aug 7, 2013. Thank you.
Mary Jane Goodrick

✓

**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 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

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.

Dinne, John J NAB

From: Ackerman, Kyle [kyle.ackerman@lmco.com]
Sent: Wednesday, August 21, 2013 9:27 AM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] M-83 Comments August 7 Public Hearing.docx
Attachments: M-83 Comments August 7 Public Hearing.docx

v

Dear Mr Jack Dinne and Mr Sean McKewen,

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

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

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

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

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

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

I thank you for your time,

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



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

An old town with new ideas

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

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

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

August 20, 2013

Dear Sirs,

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

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

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

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

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

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

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

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

Thank you for your consideration,



Barry Fantle
President, Clarksburg Civic Association

Dinne, John J NAB

From: stepofaith@verizon.net
Sent: Wednesday, August 21, 2013 12:31 PM
To: Dinne, John J NAB
Subject: [EXTERNAL] Comment about M83 project
Attachments: M83 letter.docx

Dear Mr. Jack Dinne,
Attached you will find a copy of my comments regarding the M83 Mid-County Highway Extension.
Please keep me informed of the process.
Thank you!
Stephanie F. Mercer

✓

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

August 21, 2013

Dear Mr. Jack Dinne,

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

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

Sincerely,

Stephanie F. Mercer

Dinne, John J NAB

From: Neil Lerner [neil.lerner@gmail.com]
Sent: Thursday, August 08, 2013 10:18 AM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Cc: oicemail@montgomerycountymd.gov; county.council@montgomerycountymd.gov; greg.hwang@montgomerycountymd.gov
Subject: Written Testimony Regarding Transportation Safety Issues Surrounding Alternative 4
Attachments: Dr. Neil Lerner submitted testimony on Alternative 4.doc

Thank you for the opportunity to provide testimony.

Sincerely,

Neil D. Lerner

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

Via Email

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

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

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

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

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

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

Cc: Greg Hwang
Montgomery County Council
Hon. Ike Leggett

Dinne, John J NAB

From: Jane Hatch [janelhatch@gmail.com]
Sent: Thursday, August 08, 2013 10:34 AM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Cc: oicemail@montgomerycountymd.gov; county.council@montgomerycountymd.gov; Hwang, Gwo-Ruey (Greg)
Subject: Testimony on Alternative 4 of the Midcounty Highway Study
Attachments: Testimony on behalf of the Northgate Homes Corporation - Alternative 4.doc

I am enclosing for your review the testimony of the Northgate Homes Corporation regarding Alternative 4.

Northgate represents 1149 households of more than 3000 people, directly impacted by Alternative 4.

Thank you for the opportunity to testify.

Jane Hatch
President
Northgate Homes Corporation

--

JaneLHatch@gmail.com

Northgate Homes Corporation

Testimony regarding Midcounty Highway Alternative 4, presented to the Army Corps of Engineers and Maryland Department of the Environment on August 7, 2013:

Good Evening,

My name is Jane Hatch (32-year resident of Montgomery Village and 53-year resident of Montgomery County). I am president of the Northgate Homes Corporation, a community of 1149 homes in Montgomery Village. I am here to ask you to remove Alternative 4 from consideration

Portions of Northgate are directly adjacent to Wightman Road, and Alternative 4 would have a devastating impact on the livability of my community. We ask that the community impacts surrounding Alternative 4 raised here tonight be thoroughly considered, particularly in light of the fact that our 40-year-old neighborhoods were developed around existing roads and Alternative 4 has never been part of any Master Plan.

Alternative 4 would remove greenspace owned by Northgate and would literally run a highway to the fences of homes in our neighborhoods. A four and six lane highway would isolate us from our neighbors and amenities in North Village, such as Kauffman Park, walking paths and churches. Access to critical commuter bus lines would be negatively impacted, affecting the working poor who rely on them to get to their jobs.

The majority of Northgate residents affected by Alternative 4 is of modest means, and would not recover from the decline in property values the highway would cause. Alternative 4 is already having a negative impact on our property values, and it is very important that it be rejected as soon as possible.

Alternative 4 would change the character of our community, our quality of life, and our access to public transportation. It would have the worst noise impact of any alternative, the greatest number of residential property impacts, and the greatest potential for accidents because of the multitude of intersections.

Northgate residents have the perfectly reasonable expectation of continued quiet enjoyment of their homes. Along with our neighbors in East Village, North Village, Prathertown and Goshen, we have a longstanding claim to our quality of life and preservation of property values, based on decades of planning decisions made by the existing Master Plan.

The infringement on these rights should not be undertaken where the benefits for the public obtained by Alternative 4 are non-existent or minimal, and accomplished at a disproportionate expense and disruption to our community.

Thank you.

Jane Hatch, President
Northgate Homes Corporation
20448 Aspenwood Lane
Montgomery Village, MD 20886
janeLhatch@gmail.com

Northgate Homes Corporation

Testimony regarding Midcounty Highway Alternative 4, presented to the Army Corps of Engineers and Maryland Department of the Environment on August 7, 2013:

Good Evening,

My name is Jane Hatch (32-year resident of Montgomery Village and 53-year resident of Montgomery County). I am president of the Northgate Homes Corporation, a community of 1149 homes in Montgomery Village. I am here to ask you to remove Alternative 4 from consideration

Portions of Northgate are directly adjacent to Wightman Road, and Alternative 4 would have a devastating impact on the livability of my community. We ask that the community impacts surrounding Alternative 4 raised here tonight be thoroughly considered, particularly in light of the fact that our 40-year-old neighborhoods were developed around existing roads and Alternative 4 has never been part of any Master Plan.

Alternative 4 would remove greenspace owned by Northgate and would literally run a highway to the fences of homes in our neighborhoods. A four and six lane highway would isolate us from our neighbors and amenities in North Village, such as Kauffman Park, walking paths and churches. Access to critical commuter bus lines would be negatively impacted, affecting the working poor who rely on them to get to their jobs.

The majority of Northgate residents affected by Alternative 4 is of modest means, and would not recover from the decline in property values the highway would cause. Alternative 4 is already having a negative impact on our property values, and it is very important that it be rejected as soon as possible.

Alternative 4 would change the character of our community, our quality of life, and our access to public transportation. It would have the worst noise impact of any alternative, the greatest number of residential property impacts, and the greatest potential for accidents because of the multitude of intersections.

Northgate residents have the perfectly reasonable expectation of continued quiet enjoyment of their homes. Along with our neighbors in East Village, North Village, Pratherstown and Goshen, we have a longstanding claim to our quality of life and preservation of property values, based on decades of planning decisions made by the existing Master Plan.

The infringement on these rights should not be undertaken where the benefits for the public obtained by Alternative 4 are non-existent or minimal, and accomplished at a disproportionate expense and disruption to our community.

Thank you.

Jane Hatch, President
Northgate Homes Corporation
20448 Aspenwood Lane
Montgomery Village, MD 20886
janeLhatch@gmail.com

Dinne, John J NAB

From: Ethan Goffman [goffmane@yahoo.com]
Sent: Friday, August 09, 2013 11:49 AM
To: Dinne, John J NAB; sean.mckewen@maryland.gov
Cc: rudnick.barbara@epa.gov; lke.leggett@montgomerycountymd.gov;
County.Council@montgomerycountymd.gov; mcp-chairman@mncppc-mc.org
Subject: Sierra Club Testimony on M83
Attachments: Sierra Club M83 Testimony.docx

Dear John Dinne and Sean McKewan,

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

Sincerely,

Ethan Goffman
Transit Chair
Montgomery County Sierra Club Group



↓ M-83
↑ 2

bridge hts
SW imperv.
transit

Montgomery County Group

August 8, 2013

Dear USACE and MDE,

The Montgomery County Sierra Club Group opposes the construction of M-83, the Midcounty Highway Extended. In a part of the county already dense with roads, we do not believe you should be building another six-lane highway through 50 acres of the last remaining local habitat for plants and wildlife. Instead, we support Alternative 2, which saves money, uses existing infrastructure, and supports development of rapid transport to Clarksburg.

The environmental impacts are reason enough to reject the Midcounty Highway Extended. While some "mitigation" is planned, such a project cannot be fully mitigated—the affected land will never be restored to its current state. In addition, streams and wetlands will be threatened by construction, the presence of low bridges will alter habitat, and stormwater runoff from impervious surfaces will have a continuing impact. The threat to water quality is very real. We urge you to take a holistic look at the impact of this and other projects, and to consider the Clean Water Act, which mandates that you protect aquatic resources.

In the project's 1000+ page document, mass transit is given just over a page, not seriously explored as an alternative, as required by NEPA. Yet several options would better serve Clarksburg and other communities: building rapid transit on MD 355, building the CCT, and introducing express buses on I270. These will better protect the environment and save local people the need to buy endless cars for every family member.

We believe that M83 is a dinosaur project made for an outdated concept of endless roads and sprawl and is not sustainable. We hope it will be rejected and removed from future planning.

Sincerely,

Ethan Goffman
Transit Chair
Montgomery County Sierra Club Group

August 6, 2013

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

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

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

Dear Mr. Dinne and Mr. McKewan,

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

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

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

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

Sincerely,

Leonard and Sheila Yoritomo

10701 Seneca Spring Way

Montgomery Village, MD 20886

August 1, 2013

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

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

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

Dear Mr. Dinne and Mr. McKewan,

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

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

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

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

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

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

Sincerely,

Steven and Beth Kosiak

10709 Seneca Spring Way

Montgomery Village, MD

August 2, 2013

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

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

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

Dear Mr. Dinne and Mr. McKewan,

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

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

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

Very truly yours,

Barbara Deyhle

10712 Seneca Spring Way

Montgomery Village, MD

Testimony re: M83

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

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

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

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

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

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

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

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

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

19071 / 48-14

Siok, Pat

From: Robert Portanova [novaport88@yahoo.com]
Sent: Saturday, August 03, 2013 2:03 PM
To: Ike Leggett
Subject: M-83 Public Hearing
Attachments: 7-10 003.jpg

Mr Leggett -

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

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

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

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

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

Thank you.

Bob Portanova
Montgomery Village Resident

From: "Leventhal's Office, Councilmember" <Councilmember.Leventhal@montgomerycountymd.gov>
To: Robert Portanova <novaport88@yahoo.com>
Sent: Friday, August 2, 2013 5:08 PM
Subject: RE: M-83 Public Hearing

Dear Mr. Portanova:

more) and the footprint left will last for centuries. The lives of all animals will be permanently ended. The micro-climate will be permanently altered. Where there were ponds and reeds and ferns and pools, there will be crusher run gravel, pavement, steel, cement walls and barriers which will block out the sun. This procedure, of creating temporary roads thru-out the route, will continue to the end of the route. I see construction projects in many areas of the county and although the finished product is permanently devastating to the environment, the construction does the destruction.

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

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

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

Bob Portanova
Montgomery Village Resident
301-990-4881

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

Susan Soderberg, President

by the

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

RECEIVED
DOT
AUG 26 2013
DIVISION OF TRANSPORTATION
ENGINEERING

Genealogy Historical Society
P.O. Box 495
Genealogy MD 20875

HARRISBURG PA 171

17 AUG 2013 PM 5 L



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

20878321001



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

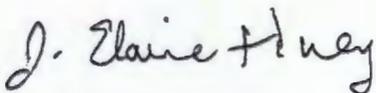
I have been a resident of Germantown since 1974, have seen many changes and have been very involved in civic life.

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

Dinne, John J NAB

From: Hwang, Gwo-Ruey (Greg) [Greg.Hwang@montgomerycountymd.gov]
Sent: Tuesday, November 15, 2011 10:18 AM
To: Claudette Lease
Cc: jthompson@mde.state.md.us; Dinne, John J NAB; rudnick.barbara@epa.gov
Subject: RE: M-83 Alt 4 letter against this highway in Montgomery Village area.

Dear Ms. Lease

Thank you for your e-mail and sharing the community's concerns on the Midcounty Corridor Study's (MCS) Alternative 4 Modified. Your opposition to Alternative 4 Modified is noted and will be included in the Environmental Effects Report (EER), which is the culmination of the detailed analysis for the project.

Montgomery County Department of Transportation (MCDOT) understands the distress that Alternative 4 Modified is creating for you and the residents in the North Village subdivision. We are mindful that this is a community in which you have lived, raised your families and hope to preserve. We assure you that we are very sensitive to community impact caused by Alternative 4 Modified and all the other alternatives, and we are certain this factor will carry substantial weight in the final recommendation for a preferred alternative.

As we perform the detailed analysis and make further engineering refinements, many factors will be evaluated including social, economic, and environmental impacts. The EER will document impacts to adjacent properties, community, safety, air quality, noise, property values, and quality of life issues as well as impacts to natural resources.

Thank you again for taking the time to share your thoughts. I encourage you and other members of your community to remain vocal and share any strategies that would serve to improve capacity east of I-270 from Clarksburg through Gaithersburg. Please feel free to contact me should you have additional concerns.

Best regards,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

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

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

From: Claudette Lease [<mailto:claudette1944@hotmail.com>]
Sent: Wednesday, October 05, 2011 9:58 AM
To: Hwang, Gwo-Ruey (Greg); steve.elinsky@usace.army.mil; rudnick.barbara@epa.gov
Cc: jthompson@mde.state.md.us
Subject: M-83 Alt 4 letter against this highway in Montgomery Village area.

Greg Hwang,

I am the President of North Village Home Corp. we have 888 homes in North Village that would be affected by M-83.
You need to scrap Alternative 4 Modified M-83 because of the impact this highway brings to North Village and all our residents that would cut all of us in North Village from the rest of Montgomery Village. The North Gate School would be impacted as all of our children and adults that walk across Wightman Road to go to all the stores and pools and work in the area. We will not be able to drive safely in and out of our community.

Our natural resources will be impacted.

This road will not improve travel time up county.

This road will have the highest number of traffic conflict points.

This road will have the highest number of residential properties impacted.

This road will have the highest number of historic properties impacted.

This road is not consistent with the Master Plan.

Are you willing to put water and pipes in an area of wells in the Goshen area what a cost this would be to Montgomery County and this road project.

As I send earlier you need to pull this M-83 Mod Alternative and save Montgomery county money they don't have to spend.

Thank you,

Claudette Lease
President of North Village Home Corporation
Resident- 9379 Chadburn Place
Montgomery Village, Maryland 20886
301-330-3665

New Bag Law <<http://www.montgomerycountymd.gov/bag>>

Dinne, John J NAB

From: Hwang, Gwo-Ruey (Greg) [Greg.Hwang@montgomerycountymd.gov]
Sent: Tuesday, November 15, 2011 10:13 AM
To: Portanova, Bob
Cc: Dinne, John J NAB; rudnick.barbara@epa.gov; jthompson@mde.state.md.us; david collins; Bing Garthright; epfister@comcast.net; Humphrey, Ann; Rosen, Sara; King, Nancy Senator
Subject: RE: M-83

Dear Mr. Portanova:

Thank you for your e-mail and taking the time to share your concerns on the Midcounty Corridor Study (MCS). Your opposition to M-83 and the alternatives is noted and will be included in the Environmental Effects Report (EER), which is the culmination of the detailed analysis for the project.

I encourage you to remain vocal for the project. Please feel free to contact me by telephone at 240-777-7279 or by email at Greg.Hwang@montgomerycountymd.gov should you have additional concerns.

Best regards,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

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

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

From: Portanova, Bob [<mailto:Bob.Portanova@Alliedtech.com>]
Sent: Wednesday, October 26, 2011 11:55 AM
To: Hwang, Gwo-Ruey (Greg)
Cc: steve.elinsky@usace.army.mil; rudnick.barbara@epa.gov; jthompson@mde.state.md.us; david collins; Bing Garthright; epfister@comcast.net; Humphrey, Ann; Rosen, Sara; King, Nancy Senator
Subject: M-83

Those of us who reside in the Montgomery Village area are sick and tired of the idea of M-83 coming anywhere near our Communities. We are fed up with the constant encroachment into our Village. M-83 and the alternatives would destroy environmentally sensitive woodlands, meadows and lowlands as well as a devastation of the quality of life we have here in the Village.

My back-yard backs up to Pepco property of fields, woodland & streams - home to fox, deer rabbit, turtles, hawks, possum and raccoon. The idea that anyone could even think about running a highway thru this area is insane.

The Village is a planned community that was thought out to establish a balance between greenspace and homes. This balance established crucial greenspace buffers which allow for residents to take walks thru, jog, let their dogs play, throw frisbees, play with kids etc..... This balance is critical for maintaining a quality of life here in the Village - we are not an urban center to create more and more bus stops, roads, cheap stores, gas stations, fast food establishments etc..... This is how a suburban village ends up becoming an urban wasteland and forces people to leave.

Your plans have devastated environmentally sensitive areas throughout the area including any piece of greenspace (even if only postage stamp size) as just several are noted below:

The ICC - I rarely see more than 1-2 cars using it - Devasted environmentally sensitive woodlands

Watkins Mill road extended - Devasted wildlife habitat - was home to deer, fox, rabbit, hawks etc..... now it looks like an airport runway

Watkins Mill Center - Planning underway to destroy more woodland and meadows next to Watkins Mill road extended

Washington Grove & Mid-County - 2-3 acre meadow - gone - leveled - construction underway

Needwood Road (just below Redland Rd - Derwood) 3 - 5 acre meadow - home to fox, deer, rabbit, birds etc... Leveled, destroyed - now home to a Korean Church and a huge parking lot

We have to retain these greenspace buffers - it is critical to helping wildlife hold on to what tiny bit of habitat they have left - the greenspace buffers also cut down on noise pollution, control run-off, absorb pollution, enhance the quality of life etc...

PLEASE listen and take a stand - leave a positive footprint - make a difference.

Thank you.

Robert Portanova
Montgomery Village

New Bag Law <<http://www.montgomerycountymd.gov/bag>>

Dinne, John J NAB

From: DaVia, Joseph NAB
Sent: Thursday, November 17, 2011 8:50 AM
To: Dinne, John J NAB
Subject: FW: Yes to Alternative 4 (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Jack, please print these type letters, e-mails for the official file. Joe

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

From: Hwang, Gwo-Ruey (Greg) [<mailto:Greg.Hwang@montgomerycountymd.gov>]
Sent: Thursday, November 10, 2011 10:36 AM
To: George Pullen
Cc: Elinsky, Steve NAB; Rudnick.Barbara@epa.gov; jthompson@mde.state.md.us;
Ike Leggett; Ervin's Office, Councilmember
Subject: RE: Yes to Alternative 4

Dear Mr. Pullen:

Thank you for your interest in the Midcounty Corridor Study and sharing your comments. Your support to Alternative 4 Modified is noted and will be included in the Environmental Effects Report (EER), which is the culmination of the detailed analysis for the project.

I encourage you to remain vocal and share any strategies that would serve to improve capacity east of I-270 from Clarksburg through Gaithersburg. Please feel free to contact me by telephone at 240-777-7279 or by email at Greg.Hwang@montgomerycountymd.gov should you have additional concerns.

Best regards,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

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

*** Midcounty Corridor Study website:

www.montgomerycountymd.gov/midcountycorridorstudy

<<http://www.montgomerycountymd.gov/midcountycorridorstudy>> ***

From: George Pullen [<mailto:george.pullen@gmail.com>]

Sent: Thursday, October 27, 2011 11:33 AM

To: Hwang, Gwo-Ruey (Greg); Steve.Elinsky@usace.army.mil;

Rudnick.Barbara@epa.gov; jthompson@mde.state.md.us; Ike Leggett; Ervin's

Office, Councilmember

Subject: Yes to Alternative 4

Mr. Greg Hwang

Mr. Steve Elinsky

Mrs. Barbara Rudnick

Mr. Jeffrey Thompson

Mr. Isiah Leggett

Mrs. Valerie Ervin

Key Participants,

Thank you for taking the time to read my brief email on the Midcounty Corridor Studies. I am a big supporter of improvements to our local transportation systems. The travel time during rush hour and even during off peak travel times is currently far to long between my home in Montgomery Village and destinations in Rockville, Frederick, and I-270.

I have read thru the various reports on your website and feel that Alternative 4 Modified is the best choice for our roads. I do not think that Alternative 1, No Build, is a serious option as change is most certainly needed to our local transportation systems. Please remember that although the other options that leave Montgomery Village out of improvements may appear, based on the vocal outcry of my neighbors attending the recent public meetings, to be more appealing to Alternative 4 Modified I think that the long term benefits provided by this option should not be over looked because of those among my neighbors who fear change. I think that any thing but an improved (with sidewalks) and divided 4 lane road is short sighted for the long term traffic patterns and development of the region.

I have not attended the recent public meetings, nor have many others I have spoke with that are in favor of the improvements provided in Alternative 4, because of the openly hostile nature of those in the opposition at these meetings but: I wanted all of you to know that I believe that I speak for the silent majority the are supportive of improvements to our local transportation systems.

Thank you for your time and energy,

George Pullen

Resident of Montgomery Village

Classification: UNCLASSIFIED

Caveats: NONE

New Bag Law <<http://www.montgomerycountymd.gov/bag>>

Classification: UNCLASSIFIED

Caveats: NONE

Dinne, John J NAB

From: DaVia, Joseph NAB
Sent: Thursday, November 17, 2011 8:50 AM
To: Dinne, John J NAB
Subject: FW: Opposition to Alternative 4- Modified CECC 576-12 (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Jack, same deal, please print a copy for the official file. Joe

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

From: Wheeler-Christ, Marsha [<mailto:marsha.wheeler-christ@montgomerycountymd.gov>]
Sent: Thursday, November 10, 2011 3:45 PM
To: Spirit805@aol.com
Cc: rudnick.barbara@epa.gov; DaVia, Joseph NAB; jthompson@mde.state.md.us
Subject: Opposition to Alternative 4- Modified CECC 576-12

Spirit805@aol.com

Dear Mr. Sklar:

Thank you for attending the September 27, 2011 meeting regarding the County's Midcounty Corridor Study (MCS) with Montgomery County's Department of Transportation (MCDOT) staff and providing us with your feedback. Montgomery County Executive Isiah Leggett asked me to respond to your October 25, 2011 e-mail on his behalf regarding your Opposition to Alternative 4-Modified.

Your opposition to Alternative 4 Modified is noted and will be included in the Environmental Effects Report (EER), which is the culmination of the detailed analysis for the project. We are mindful that the Points subdivision is a community in which you have lived, raised your family and hope to preserve. Let us assure you that we are very sensitive to community impact caused by Alternative 4 Modified and all the other alternatives. We believe this factor will carry substantial weight in the final recommendation for a preferred alternative. As we perform the detailed analysis and make further engineering refinements, many factors will be evaluated including social, economic, and environmental impacts. The EER will document impacts to adjacent properties, community, safety, air quality, noise, property values, and quality of life issues as well as impacts to natural resources.

Thank you again for providing us with your feedback and playing an active role in the transportation future of Montgomery County. I encourage you and other members of your community to remain vocal and share any strategies that would serve to improve capacity east of I-270 from Clarksburg through Gaithersburg. Should you have additional concerns or

questions, please feel free to contact Greg Hwang, the project manager, by telephone at 240-777-7279 or by email at Greg.Hwang@montgomerycountymd.gov.

Sincerely,

Bruce E. Johnston, Chief DTE

BEJ:mwc

rudnick.barbara@epa.gov

Joseph.Davia@usace.army.mil

jthompson@mde.state.md.us

Marsha Wheeler-Christ

Department of Transportation

Division of Transportation and Engineering

100 Edison Park Drive, 4th Floor

Gaithersburg, Maryland 20878

(240) 777-7228

New Bag Law <<http://www.montgomerycountymd.gov/bag>>

Classification: UNCLASSIFIED

Caveats: NONE

Elinsky, Steve NAB

From: Wseglem@aol.com
Sent: Wednesday, November 16, 2011 3:54 PM
To: Elinsky, Steve NAB
Subject: Objection Alternative 4-Modified, (alternative route for Mid-county Highway Ext)

Dear Mr. Elinsky,

We are writing in opposition to Alternative 4-Modified, as an alternative route for the Mid-county Highway's extension.

- it is not consistent with the Master Plan
- the least improvement in travel time
- highest number of traffic conflict points
- highest number of residential properties severely impacted, i.e. property loss, wells, septic systems
- devaluation of our property (who will make up the difference for our loss?)
- additional noise projected into the neighborhoods, over and above the sound barriers

We would like for you to use another more efficient and less disruptive plan for the extension of the Mid-county Highway.

Walter and Eileen Seglem
9521 Ash Hollow Place
Montgomery Village, MD 20886

Elinsky, Steve NAB

From: Joe/Jan Juras [jurasj@verizon.net]
Sent: Tuesday, November 15, 2011 9:46 AM
To: greg.hwang@montgomerycountymd.gov
Cc: rudnick.barbara@epa.gov; Elinsky, Steve NAB; jthompson@mde.state.md.us; oicemail@montgomerycountymd.gov; councilmember.ervin@montgomerycountymd.gov
Subject: Alternative 4 Modified

Dear Mr. Hwang:

I am writing to voice opposition to adopting Alternative 4 Modified of the Midcounty Corridor Study involving Wightman Road.

I live in the North Village community of Salem's Grant in Montgomery Village. I believe that routing M83 down Wightman Road is not a viable substitute to what was proposed in the original Master Plan due to many reasons.

The original Master Plan did not split Montgomery Village communities from the rest of the Village as our community north of Wightman Road will be. This separation will be most inconvenient, will be reflected in our property values, and will be unsafe for our children. There will be more traffic and noise, and exiting the community will become a nightmare. The limited green space that surrounds North Village will be eliminated totally along Wightman Road, and many homes will be threatened.

We have environmental issues too, a beautiful floodplain surrounding Seneca Creek, which has so much wildlife in its wetlands. To route M-83 through the floodplain at the Brink Road/Wightman Road confluence just below our community will cause much of this treasure to be disrupted and eventually vanish. During every moment of the day, and more than in any other place in the larger community, there are numerous cars parked there with hikers and dog walkers enjoying the pristine environment along the creek. What a shame to spoil all this for so many who use this trail along the creek area every day. You should observe the activity there and know that this is a place unlike any other for the community residents to get away and enjoy nature.

In some ways, we feel that this alternative was somewhat politically motivated and was originally proposed to spare another part of Montgomery Village.

We urge you in all fairness to please stick to the Master Plan. The best route for this road is the direct route that was planned originally, and not to have it snaking down to Wightman Road. Please don't send more traffic severely impacting our North Village community.

Thank you,

Janet Juras

9317 Vineyard Haven Drive

Montgomery Village, MD 20886-4075

301-977-0806

Elinsky, Steve NAB

From: Barbara Siegel (bs9321@aol.com) [bs9321@aol.com]
Sent: Wednesday, November 02, 2011 11:10 AM
To: greg.hwang@montgomerycountymd.gov
Cc: rudnick.barbara@epa.gov; Elinsky, Steve NAB; jthompson@mde.state.md.us
Subject: Alt.4 modified

Dear Mr. Hwang,

I am writing to voice my strongest opposition to adopting alternative 4 modified of the Midcounty Corridor Study.(Wightman Road)

As a resident of Montgomery Village, specifically the North Village, this alternative severely impacts our community negatively. We do not want to separate the North Village from the rest of Montgomery Village. We choose to be a cohesive community.

I have been a real estate agent for 27 years. As real estate professionals, we encourage our clients to review the master plan before they make any decision in purchasing a home. (It is in fact a part of the real estate contract). Alt. 4 modified has never been on the master plan as Midcounty Highway. Why have a master plan at all if it means nothing in the future? People bought houses and did their due diligence, checking out the master plan, made decisions about their lives, and decided to go ahead with the most expensive investment that they will ever make based on the Master Plan. How can you just decide to put a Highway on this road? This decision will severely impact their property and lives.

The individuals that bought homes and reviewed the original plan for Midcounty Highway knew what they were buying regarding this road. The original plan for Midcounty Highway (on the master plan) makes the most sense.

If that plan will not be approved because of enviromental impact, I believe you should choose to widen and improve MD 355. Alt. 4 modified does the least to improve traffic time and impacts more homes than any other plan.

I urge you to remove Alt 4 from futher consideration.

Thank you.

Barbara Siegel
Long and Foster Real Estate
Rockville/Fallsgrove
301 332-9914
bs9321@aol.com

Elinsky, Steve NAB

From: Paul Wettlaufer [pwettlaufer@rkk.com]
Sent: Tuesday, November 01, 2011 7:57 AM
To: Jim Noonan; DaVia, Joseph NAB; Barbara Rudnick; Jeff Thompson; Elinsky, Steve NAB; Helen German
Subject: Fwd: Wightman Road

FYI, just to keep you in the loop.

Paul

From: "Gwo-Ruey Hwang (Greg)" <Greg.Hwang@montgomerycountymd.gov>
To: "Peter Nowell" <econd22@live.com>
Cc: jthompson@mde.state.md.us, "Ike Leggett" <Ike.Leggett@montgomerycountymd.gov>, "Montgomery County Council" <County.Council@montgomerycountymd.gov>, "steve elinsky" <steve.elinsky@usace.army.mil>, "rudnick barbara" <rudnick.barbara@epa.gov>
Sent: Monday, October 31, 2011 3:35:15 PM
Subject: RE: Wightman Road

Dear Mr. and Mrs. Nowell:

Thank you for your e-mail and the concerns that you raised on the Midcounty Corridor Study's (MCS) Alternative 4-Modified alignment.

The Department is apologetic for the distress that Alternative 4 Modified is causing the both of you and the residents along Brink-Wightman Roads. We are mindful that this is a community in which you have lived, raised your families and hope to preserve.

As we perform the detailed analysis, further refinements will be made on Alternative 4 Modified to minimize social, economic, environmental and human impacts. The Environmental Effects Report (EER) which is the culmination of the detailed analysis will document impacts that the proposed improvement will have on the adjacent properties, natural resources, safety, air quality, noise, property values, and quality of life issues. The EER document will be submitted to the federal and state environmental regulatory agencies for review and comments. The results of the detailed study will also be made available to the public and stakeholders for review and feedback. Afterward, the U.S. Corps of Engineers will hold a public hearing to provide opportunity for public testimony. Let us assure you that we are very sensitive to the community impact caused by Alternative 4 Modified and all the other alternatives, and we are certain this factor will carry substantial weight in the final recommendation for a preferred alternative.

Thank you again for taking the time to share your concerns. Please feel free to contact me anytime should you have additional questions or comments.

Best regards,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

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

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

From: Peter Nowell [<mailto:econd22@live.com>]
Sent: Sunday, October 09, 2011 3:56 PM
To: Hwang, Gwo-Ruey (Greg); steve.elinsy@usace.army.mil; rudnick.barbara@epa.gov
Cc: jthompson@mde.state.md.us; Ike Leggett; Montgomery County Council
Subject: Wightman Road

Dear Sir or Madam

If you lived anywhere near the proposed widening of Wightman Road, you would instantly understand the negative impact it would have upon the property values, noise and serious side effects.

There is enough air and noise pollution as it is.

We implore you to put this development in a location where less harm will be done. Just stand on the side of the road and envision what it would do to our homes and neighborhood.

We thank you for understanding our plea.

Peter and Sharon Nowell
20236 Grazing Way Montgomery Village 20886

--

PAUL R. WETTLAUFER
Environmental Planner

RK&K
81 Mosher Street
Baltimore, MD 21217

410.462.9139 P
410.225.3863 F
www.rkk.com

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

Elinsky, Steve NAB

From: Victor Siegel [ruflosn@aol.com]
Sent: Monday, October 31, 2011 9:07 AM
To: greg.hwang@montgomerycountymd.gov
Cc: rudnick.barbara@epa.gov; Elinsky, Steve NAB; jthompson@mde.state.md.us
Subject: ARDS in the Midcounty Corridor Study

Dear Mr. Hwang,

I am writing to voice my opposition to adopting alternative 4 modified of the Midcounty Corridor Study in the process that will ultimately decide what course of action will be taken in the future development of roadways in the affected area.

Given the following criteria, Alt. 4 modified, makes absolutely little sense in pursuing.

- Moderate natural resource impacts
- Least improvement in travel time
- Highest number traffic conflict points
- Highest number residential properties impacted -Moderate number commercial/industrial properties impacted -Highest number historic properties impacted -Not consistent with Master Plan.

Of the above the one that is most disturbing is that Alt 4 modified is inconsistent with the Master Plan. In existence since the 1960's, the Master Plan has been available to the public for consideration in decisions regarding residential/commercial development, school locations, as well as for decisions on home purchases. Alternatives 8 and 9 are consistent with the Master Plan and should be the ones recommended for further consideration. Any environmental impact of Alt 8 or 9 can be minimized with modern road building technologies

Thank you,

Victor R. Siegel, DDS
9321 Vineyard Haven Drive
Montgomery Village, MD 20886

ruflosn@aol.com

Elinsky, Steve NAB

From: Judith Jordy [gramandgramps@msn.com]
Sent: Sunday, October 30, 2011 11:15 AM
To: Elinsky, Steve NAB; rudnick.barbara@epa.gov; jthompson@mde.state.md.us; greg.hwang@montgomerycountymd.gov; oicemail@montgomerycountymd.gov
Subject: Midcounty Corridor Study Alternative

I'm writing to tell you how strongly opposed I am to the proposed Alternative 4 - Modified (Alt 4 Mod) to M83 which proposes to widen Brink, Goshen, Wightman and Snouffer School roads.

I have lived in the Overlea development of Montgomery Village for 30 years. The proposed alternative would not only take our homes and property, but would lower our property values and substantially increase traffic and noise. I also believe this alternative would bring crime to the area and would make it almost impossible to safely and easily exit our development.

I am also concerned that construction of that magnitude in this area may cause damage to the Colonial Pipeline that runs through our development.

I urge you to find a different route.

Judih Jordy
Overlea Subdivision
Montgomery Village

To: Steve Elinaky Re: M-83
U S Army Corps of Engineers
PO Box 1715
Baltimore, MD 21203-1715

From: Dana Feyns
20402 Studio Pl
Montgomery Village, MD 20886

Date: 10/27/2011

This is to express my concern regarding MIDCOUNTY CORRIDOR ALTERNATIVE 4
MODIFIED (Goshen, Brink etc.):

- It presents the least improvement in travel time
- The highest number of conflict points
- Highest impact on residential properties
- The highest number of historic properties affected
- Is not consistent with the master plan
- Will considerably reduce home values in our area and substantially increase traffic and noise diminishing the quality of life in our area

Please take into consideration the above when selecting an alternative.

Thank you

Dana Feyns

Elinsky, Steve NAB

From: Matthew Damba [resq1diver@yahoo.com]
Sent: Thursday, October 27, 2011 12:43 PM
To: Greg.Hwang@montgomerycountymd.gov
Cc: Elinsky, Steve NAB; Rudnick.Barbara@epa.gov; jthompson@mde.state.md.us;
Councilmember.ervin@montgomerycountymd.gov; oemail@montgomerycountymd.gov
Subject: Alternative 4 Mod to M-83

Good Day,

I'd like to pass along my support for this plan. As a homeowner that lives and deals with the traffic and have to use these streets just to do basic living, I feel this is the best plan.

We need relief, we need help...

Thank you,

Matthew Damba

20647 Highland Hall Dr.
Montgomery Village, MD 20886
240-751-3012

<mailto:oemail@montgomerycountymd.gov>

Elinsky, Steve NAB

From: George Pullen [george.pullen@gmail.com]
Sent: Thursday, October 27, 2011 11:33 AM
To: Greg.Hwang@montgomerycountymd.gov; Elinsky, Steve NAB; Rudnick.Barbara@epa.gov; jthompson@mde.state.md.us; oemail@montgomerycountymd.gov; Councilmember.ervin@montgomerycountymd.gov
Subject: Yes to Alternative 4

Mr. Greg Hwang
Mr. Steve Elinsky
Mrs. Barbara Rudnick
Mr. Jeffrey Thompson
Mr. Isiah Leggett
Mrs. Valerie Ervin

Key Participants,

Thank you for taking the time to read my brief email on the Midcounty Corridor Studies. I am a big supporter of improvements to our local transportation systems. The travel time during rush hour and even during off peak travel times is currently far to long between my home in Montgomery Village and destinations in Rockville, Frederick, and I-270.

I have read thru the various reports on your website and feel that Alternative 4 Modified is the best choice for our roads. I do not think that Alternative 1, No Build, is a serious option as change is most certainly needed to our local transportation systems. Please remember that although the other options that leave Montgomery Village out of improvements may appear, based on the vocal outcry of my neighbors attending the recent public meetings, to be more appealing to Alternative 4 Modified I think that the long term benefits provided by this option should not be over looked because of those among my neighbors who fear change. I think that any thing but an improved (with sidewalks) and divided 4 lane road is short sighted for the long term traffic patterns and development of the region.

I have not attended the recent public meetings, nor have many others I have spoke with that are in favor of the improvements provided in Alternative 4, because of the openly hostile nature of those in the opposition at these meetings but I wanted all of you to know that I believe that I speak for the silent majority the are supportive of improvements to our local transportation systems.

Thank you for your time and energy,

George Pullen
Resident of Montgomery Village

Elinsky, Steve NAB

From: Portanova, Bob [Bob.Portanova@Alliedtech.com]
Sent: Wednesday, October 26, 2011 11:55 AM
To: greg.hwang@montgomerycountymd.gov
Cc: Elinsky, Steve NAB; rudnick.barbara@epa.gov; jthompson@mde.state.md.us; david collins; Bing Garthright; epfister@comcast.net; Humphrey, Ann; Rosen, Sara; King, Nancy Senator
Subject: M-83

Those of us who reside in the Montgomery Village area are sick and tired of the idea of M-83 coming anywhere near our Communities. We are fed up with the constant encroachment into our Village. M-83 and the alternatives would destroy environmentally sensitive woodlands, meadows and lowlands as well as a devastation of the quality of life we have here in the Village.

My back-yard backs up to Pepco property of fields, woodland & streams - home to fox, deer rabbit, turtles, hawks, possum and raccoon. The idea that anyone could even think about running a highway thru this area is insane.

The Village is a planned community that was thought out to establish a balance between greenspace and homes. This balance established crucial greenspace buffers which allow for residents to take walks thru, jog, let their dogs play, throw frisbees, play with kids etc..... This balance is critical for maintaining a quality of life here in the Village - we are not an urban center to create more and more bus stops, roads, cheap stores, gas stations, fast food establishments etc..... This is how a suburban village ends up becoming an urban wasteland and forces people to leave.

Your plans have devastated environmentally sensitive areas throughout the area including any piece of greenspace (even if only postage stamp size) as just several are noted below:

The ICC - I rarely see more than 1-2 cars using it - Devasted environmentally sensitive woodlands

Watkins Mill road extended - Devasted wildlife habitat - was home to deer, fox, rabbit, hawks etc..... now it looks like an airport runway

Watkins Mill Center - Planning underway to destroy more woodland and meadows next to Watkins Mill road extended

Washington Grove & Mid-County - 2-3 acre meadow - gone - leveled - construction underway

Needwood Road (just below Redland Rd - Derwood) 3 - 5 acre meadow - home to fox, deer, rabbit, birds etc... Leveled, destroyed - now home to a Korean Church and a huge parking lot

We have to retain these greenspace buffers - it is critical to helping wildlife hold on to what tiny bit of habitat they have left - the greenspace buffers also cut down on noise pollution, control run-off, absorb pollution, enhance the quality of life etc...

PLEASE listen and take a stand - leave a positive footprint - make a difference.

Thank you.

Robert Portanova

Montgomery Village

Elinsky, Steve NAB

From: Hwang, Gwo-Ruey (Greg) [Greg.Hwang@montgomerycountymd.gov]
Sent: Tuesday, October 25, 2011 2:46 PM
To: Rudnick.Barbara@epamail.epa.gov
Cc: Miller, Aruna; Johnston, Bruce; DaVia, Joseph NAB; Jeff Thompson; Rick Adams; Seirafi, Sogand; Elinsky, Steve NAB; Paul Wettlaufer
Subject: RE: Midcounty corridor study

Dear Barbara,

Thank you for your response to Paul's email.

At the public meeting on September 27, 2001 over 200 people were in attendance. The Montgomery County Department of Transportation (MCDOT) briefed the community on the various alternatives being studied for Midcounty Corridor Study (MCS) and explained that the federal process requires a rigorous evaluation of reasonable alternatives for accomplishing the project purpose.

Montgomery County defers to the recommendations of the various planning documents when evaluating roadway alignments. Area master plans play an important role in determining how the County will accommodate existing as well as future growth and provide a policy framework to guide the development of projects and programs, advance the County's goals and objectives. The citizens play an integral role in the master plan process and as such, it has been difficult for citizens to understand how the federal process supersedes decisions that were made during the local master planning process.

We appreciate your suggestions for narrowing the typical cross section. Alternative 4 Modified is being evaluated as a substitute for the Master Plan alignment of Midcounty Highway which is classified as Controlled Major Highway and, as such, must be able to accommodate a high volume of regional traffic, including truck traffic. At present the Brink-Whightman-Snouffer School-Muncaster Mill Roads corridor is fronted by residential homes which have direct access to the roadway via individual driveways. It is essential, for safety purposes, that the cross section include a raised median to separate opposing traffic and limit the number of locations where left turns can be made. The width of the median complies with Montgomery County Context Sensitive Design Standards and AASHTO guidelines. The 17-foot median width is the minimum width that will accommodate an 11-foot left turn bay at intersections and a 6 foot median to channelize traffic and provide refuge for pedestrians, bicyclists, and wheelchairs crossing the street.

The safe and efficient accommodation of pedestrians/bicyclists along the traveled way is equally important as the provisions for vehicles. The Department of Transportation believes sidewalks and bike facilities enrich the livability of a community and serve as critical links in the transportation network by providing pedestrian access to neighborhoods, transit, commercial districts, schools, and recreation areas. As such, we believe the sidewalks and

bicycle facilities are a part of complete street. The 10-foot width for the shared-use path adheres to the minimum width as dictated by AASHTO.

Each of the elements of our proposed cross section were carefully considered, recognizing that further narrowing would compromise the ability of Alternative 4 Modified to provide an effective transportation alternative to Master Plan Alternative 9. Alternative 4 Modified already has significant safety challenges to overcome in managing traffic at 33 unsignalized intersections and 86 driveways along the route, while Alternatives 8 and 9 have no driveways and only a few unsignalized intersections.

We hope that you can appreciate the challenges we face as we endeavor to balance the need to satisfy multi-modal transportation and safety objectives with the desire to minimize environmental and community impacts.

Thank you for clarifying that the EPA has driven the corridor on numerous occasions. We will relay that information to the concerned citizen.

Best regards,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

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

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

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

From: Rudnick.Barbara@epamail.epa.gov [mailto:Rudnick.Barbara@epamail.epa.gov]

Sent: Friday, October 07, 2011 10:45 AM

To: Paul Wettlaufer

Cc: Miller, Aruna; Johnston, Bruce; Hwang, Gwo-Ruey (Greg); Joe DaVia; Jeff Thompson; Rick Adams; Seirafi, Sogand; Steve NAB Elinsky

Subject: Re: Midcounty corridor study

Paul,

Thanks for keeping us informed on the response to the public meeting. I guess I don't have to tell you how painful and hurtful it is to read some of the comments that were included. If you are preparing a reply back to the public, I do not have specific dates off the top of my head. I have been involved with transportation issues in Montgomery County for over ten years; and there were predecessors to me. I am not certain of the date when we "started over" with the Mid-county, but you were at the meeting at the county office, 2003. We were all involved with Watkins Mill Run extended study, the I-270 EIS and supplemental EA, the Corridor Cities Transit studies, New Cut Rd (is that the name?, you and Steve would know, I followed Steve and Bill around) and of course ICC alignment and mitigation which included Seneca Creek. We have driven Goshen, Snouffer School, Wightman, Brink, 355, scores of times either for this study, Watkins Mill, going up to see the development at Clarksburg, or onto Frederick. We have walked the resource in the study area a dozen times or more, with county and state representatives, consultants and with some of the folks in the community (from the Dayspring Retreat) and a couple times EPA with the COE.

How is it that the beauty of NEPA, the evaluation of alternatives, assessment of historic, community and natural resources, that the nation's goal in 1969 of "harmony between man and his environment; ... eliminate damage to the environment and biosphere and stimulate the health and welfare of man", so often turns to venom?

As their master plan anticipates widening, I am unclear of the surprise of evaluating widening. Looking at the proposed 105', I would suggest that a 24' and 19' bike/walk on both sides of the road could be scaled back without loss of function; possibly a couple feet off of a 17'

median too (don't know if the master plan/road code gives local guidelines). I am not positive, but I think the roads were 80' in the master plan, I would aim for that.

Thanks Paul,

Barbara

^^

Barbara Rudnick, PG

NEPA Team Leader

US EPA Region III (3EA30)

1650 Arch Street, Phila, PA 19103

(215) 814-3322/ Fax: (215) 814-2783

Midcounty corridor study

Paul Wettlaufer

to:

Steve NAB Elinsky, Joe DaVia, Barbara Rudnick, Jeff
Thompson

10/04/2011 05:12 PM

Cc:

"Gwo-Ruey Hwang (Greg)", Aruna Miller, Sogand Seirafi, Bruce
Johnston, Rick Adams

Folks, we had a meeting on Tuesday night, Sept 27, where we briefed the Greater Goshen Civic Association and Montgomery Village Foundation on Alt 4 Modified. We will make a future presentation to the agencies, and/or invite you to subsequent public meetings. For now, you may view the meeting handouts and presentation materials on the project website at www.montgomerycountymd.gov/midcountycorridorstudy . We presented our first cut of the design of the alternative, and displayed mapping which showed limits of disturbance. We did not indicate on the mapping where there would be displacements, because we are still refining the LOD by making changes to the profile, shifting the widening to the opposite side of the road where feasible, adjusting driveway grades, and incorporating retaining walls. However, there will be displacements.

We are currently investigating the presence of wells and septic systems along Brink and Wightman Roads. By state law, the right-of-way can come no closer than 10 feet to a well head. There is also a setback required around septic fields. Depending upon how close the widened highway comes to the well head or septic field, there could be additional displacements. We made a power point presentation (which is available on the website) followed by a question and answer session (which will be summarized in meeting minutes that will be eventually posted on the website).

In general, many of the approximately 200 people in attendance objected to the study of Alt 4 Modified since there is already a master plan alignment for Midcounty Highway. We explained that we are conducting an environmental analysis to comply with NEPA because the impacts to wetlands and streams exceed one acre (thus the project does not qualify for a Corps general permit). We also explained that the NEPA process requires a rigorous analysis of alternatives, and that Alt 4 Modified was suggested as an alternative which appeared worthy of further analysis, based primarily on the fact that the county master plan already proposes the widening of Wightman, Snouffer School, and Muncaster Mill Roads to four lanes. We have recommended to the MCDOT a cross section width of 105 feet, which accommodates a four-lane divided highway, on-street bike lanes, a sidewalk on one side and a 10-foot wide shared use path on the other side (see the power point presentation for a detailed drawing).

The public was disappointed that the Corps was not in attendance to hear their concerns. One gentleman at the hearing asked whether the agencies

have ever been "on the ground" to visit Alt 4 Modified. The study team is providing a response to this gentleman. To help us with our response, if you ever reviewed any portion of the Alt 4 Modified corridor either to perform a windshield survey or field walk, could you let me know the dates?

Thanks.

Paul

--

PAUL R. WETTLAUFER
Environmental Planner

RK&K
81 Mosher Street
Baltimore, MD 21217

410.462.9139 P

410.225.3863 F

www.rkk.com

--

PAUL R. WETTLAUFER

Environmental Planner

RK&K

81 Mosher Street

Baltimore, MD 21217

410.462.9139 P

410.225.3863 F

www.rkk.com

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

Elinsky, Steve NAB

From: Bruce Sklar [spirit805@aol.com]
Sent: Tuesday, October 25, 2011 9:42 AM
To: Elinsky, Steve NAB; Rudnick.barbara@epa.gov; jthompson@mde.state.md.us; oicemail@montgomerycountymd.gov; county.council@montgomerycountymd.gov
Subject: Opposition to Alternative 4- Modified

My family and I have lived in The Points subdivision in Montgomery Village for over twenty years. During this time we have thoroughly enjoyed not only our home but also the tranquility and safety our lovely neighborhood provided. However, the thought of a proposed major highway located only a few feet from our back yard used solely to provide "traffic relief" to upcounty communities is deplorable. The impact this road would have on our community would be devastating. The greatly increased noise levels and pollution would have a huge negative affect on my as well as MANY other families located by the proposed highway; not to mention the destruction of beautiful landscaping as well as dividing Montgomery Village.

While attending the last meeting on this matter held at Goshen Elementary School, it was quite evident that of all the possible alternatives, number 4-modified, provided the most negative impact as well as the least number of favorable circumstances of any of the remaining possibilities. With all these reasons in mind, I ask all involved with the decision making on this project to eliminate Alternative 4-Modified from further consideration.

Thank you
Bruce Sklar
9 Bethany Court
Montgomery Village, Maryland

Elinsky, Steve NAB

From: Jeanne W. Powell [j.w.powell@verizon.net]
Sent: Wednesday, October 12, 2011 4:47 PM
To: Jeanne Powell
Subject: Alternative 4-Modified to M-83

Dear Mr. Hwang,

Our community appreciates MC DOT's meeting with homeowners and others affected by Alt. 4 Modified to M-83 this past Tuesday evening.

I live in North Village, which abuts Wightman Rd and Snouffer's School Rd to our South and Goshen to the East of most of the community. I am Treasurer of our homes corporation. I have a question about the potential Wightman Rd widening that was not covered in the presentation or resident questions and a final comment.

How will the massive boulevard highway covered by Alt 4 Modified be accessed from our homes? Currently there is just one stoplight—at MV Ave, which becomes Pleasant ridge Drive at the entrance to our community—from Goshen Rd to Rt 27. Will there be more stoplights? Will there be some sort of limited access interchanges for the other North Village entry roads at Aspenwood Lane, Strath-Haven Drive, and Welbeck Way?

Or will residents need to get to Wightman or Snouffer's School and on to their destination via circuitous re-routing through North Village community streets?

North Village Homes Corporation owns the streets throughout the community and must pay for all upkeep of them through community assessments. Obviously, increased traffic will take a major toll in \$ for more frequent repair and repaving, much more traffic on our narrow streets, threats to safety of children, noise, pollution, and other headaches. Please answer this question above and make sure relevant costs are factored into your analysis of impacts on nearby residents.

Finally, I'd like to say, the northern sections of Montgomery Village have been very concerned that ANY widening of Wightman Rd to 4 lanes is threatening to us although some improvements in Wightman Rd will probably be needed. The planned widening of Wightman to the current 80' ROW will in itself be a significant intrusion into the Montgomery Village community, with its ramifications for traffic, reduced green space, noise, etc.

Alt-4 Modified to M-83 is a very different, and a catastrophic specter. It would be a chasm separating us from the rest of Montgomery Village. It demands significant property from us. It imposes a wide range of detriment to our quality of life and our cost of living, and threatens to wipe out home values.

I hope to hear from you with an answer to my question above.

Thank you for registering our concerns. We hope Alt 4-Modified disappears as quickly as it was thrust upon us.

Jeanne (and Ronald) Powell
20316 Highland Hall Drive
North Village, Montgomery Village

Dinne, John J NAB

From: TAME Coalition [tamecoalition@gmail.com]
Sent: Sunday, July 14, 2013 3:15 PM
To: Dinne, John J NAB
Subject: Attend "No M-83" Walk #4 - Dayspring Creek and North Germantown-Greenway Park

<<http://r20.rs6.net/on.jsp?t=1114018819492.0.1111440699959.290&ts=S0927&r=3&o=http://ui.constantcontact.com/images/p1x1.gif>>

<<http://ih.constantcontact.com/fs106/1111440699959/img/12.png>>
www.tamecoalition.blogspot.com

*Loss of natural resources feet/wetlands
tax dollar from transit
encroachment along Wayneser Rd
Noise
Parkland/wilderness recreation areas*

"NO M-83" Walk #4 - Dayspring Creek and North Germantown-Greenway Park

When

Sunday July 21, 2013 from 4:00 PM to 6:00 PM EDT Add to Calendar

<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEPiX69BT9yGWPJHWLgA6y0S_adDESfGZMpbYTTcG0XMn_Lib55hx1CTdc0uYczundrPqYQWTA7Lfl50uzE4gjdVxpNLE4hMVRm09g8feN3rdpKiY5zeP71JRgN4gbKk3QpuhcEfn7Ni8sH93s01eG9usRhZbi-wZdkUUw44R_RUV8So7_E1CEKdZ8pG8qnTwFjqzhgpFdFoFA==>>

Where

(park at) Dayspring Silent Retreat Center

11301 Neelsville Church Rd.

Germantown, MD 20876

<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEPsu26K07ZKp1mhr4-0e8MPWj2Q9WZBxCjps7npTNJOa2KS8Eg_VM_Q1NyD3_PURIA0NKtT1IfOCduJ6iJTk00hQyHiGZrOLndsn4EfZFF2cRwIrusp3ujyEN1JG0znpXwETp_jGNjyc6-qjmjOjyZOOIEiBx1Rh6SNfPZ3EwRb12sscsTubFzUtuKPqHrflhTYCV1rWk6FjPSDFSswxyiB>

Driving Directions

<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEPsu26K07ZKp1mhr4-0e8MPWj2Q9WZBxCjps7npTNJOa2KS8Eg_VM_Q1NyD3_PURIA0NKtT1IfOCduJ6iJTk00hQyHiGZrOLndsn4EfZFF2cRwIrusp3ujyEN1JG0znpXwETp_jGNjyc6-qjmjOjyZOOIEiBx1Rh6SNfPZ3EwRb12sscsTubFzUtuKPqHrflhTYCV1rWk6FjPSDFSswxyiB>

Greetings!

Learn the truth about the costs of building Mid-County Highway Extended (M-83).

Come along with us on an informative two hour walk to see where the proposed M-83 (six-lane highway) is designed to be built in your neighborhood:

* Replacing wetlands and tree canopy in Great Seneca Creek valley with concrete bridges and impervious pavement <http://r20.rs6.net/tn.jsp?e=001QdXX07QUJE0aEnpyH7h9JWk-pIri785jhMG-PbF_UbTCbk9QS6t5i7CKW8dR-HATusNYxU8hV6ikh3k35R3o_0uCjclqm2P-UD9x1Ud4lfzXSumham6STxghom6mtSuj6pgkl-3WdxUyzDL6kGorBQD-61ZA7D7rp0EYYztudneTi0ie0Di2ioLSM07-_tMV2RWahJwhsKQ05MytF8i5WERTtMCsibo_lXEZFpYrh84=>>

* Diverting \$700 million taxpayer dollars (not \$350 million) from needed mass transit infrastructure.
<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEPpTTXaqi5HAP1JDg4K0QydEof8_smhy_QVAVz5q9xnmdQezYNxJD05AjqIqy8FVoN6G4IdAeHEi2kFxeYTYU8SVYdXU_A8qs0nTyQxSd4ubS0WKFuXADLo4Qg4omR0EYKGxcRl1cgQp7HwUxSeTglSxSowUv4zIUweD3RyCa0iyER792k_knPqXM6ISzvfp03RbzmEjTdho1A==>>

* Encroaching to within 40 ft. of homes on Wayfarer Rd
<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEOOnLpWWTU0lrdyAemwdsS95qm8zH5HFBYPWmTYeCW2LqSbxm3bbc6Zdo0L9JEZ0XTiCFPrpBsvIjWYbxxk2TKkR1_ifbJZU5rTYkxc2wGBnsBkI7k-szK0bbHmb4jFdujUwrJB70YecBmXB0DZVGZC3>> , removing lawns and some decks

* Elevating local noise levels from interior forest sounds of 25 decibels to continuous intrastate traffic sounds of 90 decibels
<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJE0qdgXpzIL9wJ0D09NRMvK4-cVRGEX5Sszq8CkDAe8nLk6xapOmZBI3D-JWcp-ZcYEaB7aIw1ySVf6DIXHadKkfvNHcv4D6L1-uinMoKT1-3S0yZWM_YpuketgS9PnUlIDKfoEGp3-m1iVgmdnSGs8kG6zAKnw0emKNMEGLZJ51KvMJItPz_Mbfff3rDSALiCjtvzbYKqo10f1NfksGky3yJYhGGhj7PwCFb5_5P7gpgJborrtKL0EekV1VAEoGnFog71Q7QxtS3w4vCGIK1mvVxxaVqiWdfkoD8qUZEAbPw08FsosbEukLb0>>

* Effectively destroying the precious intangible resource of quiet along hiking trails within the Great Seneca Creek Watershed
<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEMjimKryYP2G7_NV0C6VLi0Zyx-X30dRvPGNHrR_hCGVMbZ0b8ic-roHXfShggnMU_H9MuPkBMoT4BBQnA7ekGqOpsFbVlMkCbFdWNVz1aCYkslJYIaOP_MCEuEmUke_ooRobeS9gqFafFL3ssrQFPihmrfeVB27YipgpQ0zeE9BDtwSwqof9uwrFB0lrdsjch9ydR3Vf0-0kdZ0JUtlzD0>> and at the Dayspring Silent Retreat Center <http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEN20if2bFTDebxknTrzL1t6jgd-W_CepHTHonGmyYBEDVwI_NKvngj9gIzNse0fr1NfVGN1nMDkqX3r4vhJg0BnYpSDe00K3X0E2LGkHoGZt1PAww22beGR>>

* Decimating the untouched integrity of North Germantown-Greenway Park, a 300-acre wilderness recreation area
<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEMorOBpdHnIPcTNQndu_dN95mzQCwjvXg1tMRdb0e0FsHpK-uUM0Vv2TzykWA-XJqZE22ZfU8YKaDt2th0JIXJbURem12EkTgh3_pS5oqXetv1N0zZpwz6hRPTy5nN2yS_1D3I6PcIBW4wkkm5CdTRXRmJUXCyjgyjxGp52EHgLaBq51zgSyehE9qxbhs6jPt8MIOgcMVk8YA==>> which provides vital green space as our community grows in urban density. The NG-G Park and the Seneca Creek Greenway Trail <http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEOgfrA0SyxSibzucYGsCoUIxpt6PF_C7FznJZdHvD4mWEyBdNjM154cFw03X0UNICYehDEAVyiDdKzuEjrsN0zu4Pbt_XXSkvYi6QJblv37loIagZkuKeOP>> currently sees thousands of visitors per year.

* Destroying parts of Dayspring Creek
<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJENwdrpyv2GCpcHYKJgv2xQbcS5xX91jHUGZsd9DGk89hKfOAdyCsM27bIKNlZgiw38qFGekI15KA53ypojAdl0tTcMayVcx_dFTNYCBTj8Sb5kQtp7WnaJF1D009Qhw-9VyXtF-FFMnrqR20zZLY3B0JBuBcaWunQ=>> , one of the highest bio-diverse streams and wetlands flowing into the Great Seneca Creek
<<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEN5NewbNKhSg10DdwkMdY0ygGtbXmdVoFsDVZ->>>

6DQKXU7sngkJGSHLwxs3Q4-FcGPJSbFmJkzW_1Yy0P5IA6WIsJhUFmFFXjdhudif4JHjrGMJR-3otopxtRX2T41Y091ghTUFaTYbHIkN4grDuSXSAs1VJREzlk1IY=> , thereby lowering water and air quality in the human ecosystem.

Register Now!

<<http://events.r20.constantcontact.com/register/eventReg?llr=xrmoqdlab&oeidk=a07e7ru1i6y5a2c6925&oseq=a0182hhxjilvc>>

The TAME Coalition is made up of 44 organizations

<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJE0shrWUX8BKefJa36Tu0up61Aa-K3ZEcRJEldKNVdd_5bikmayyNN00e2YAzvv7mg1VGtUX94iTuw2Tf30xv4jBYJEAnT1KJcrBpdkUphY00qY-ykUg7VRA-ZkGlxQY8AORKgfUmquv6-Td0dCdxpCk4-hJe9SLDs=>> including HOAs, elected officials, faith communities, citizen advocacy affiliates, and environmental groups. We are acting to halt construction of the proposed 6-lane M-83 Highway through Montgomery Village, Gaithersburg and Germantown.

<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJEMYEq0brbArk7n6v4ZnyzG62Fy4uo6viAKqsYrcl5jchrNuw8xQJtbEYEgqQQR8g_eYfdAJu6YatrxqUg8zSSe-5Qhk_uFLYtf2ssyaqCBITt8VCTwDC1yrE0-D2oV4cjN6A3vxmGz_ZCdnQcY02IG7jE_Q2VthPmgNhK_yRt4uKA==>>

Come join us on the "NO M-83" Walk. Drop-ins are welcome. Walks along the proposed route in your area are scheduled every month and are listed on tamecoalition.blogspot.com

<http://r20.rs6.net/tn.jsp?e=001QdXX07QUJENhbXghe1wQMcYfLUQLuGNWZbHvD0EZDHztDgpKqOKVP5Rn5l2PENDADPUN6po4vEZNU4icA_K2KPXKSipGgqSFxOHTtuTrPU5iVYxjRCNrp1ubSPbz-44IcmeJmd8cXmNB_G8YbT98Ag==>>

Sincerely,

Jim Hall and Gale Quist

Dayspring Earth Ministry and TAME Coalition tamecoalition@gmail.com

240-581-0518

Forward email

<<http://ui.constantcontact.com/sa/fwtf.jsp?llr=xrmoqdlab&m=1111440699959&ea=john.j.dinne%40usace.army.mil&a=1114018819492>>

<http://visitor.constantcontact.com/do?p=un&mse=001v3GNJ-OjqziAZKaDtK8KIIIBPL_L-cJFH&t=001RHf_75N-6oybMhCH09muig%3D%3D&llr=xrmoqdlab>

<http://www.constantcontact.com/index.jsp?cc=TEVP_Inv_001>

This email was sent to john.j.dinne@usace.army.mil by tamecoalition@gmail.com |

Update Profile/Email Address <http://visitor.constantcontact.com/do?p=oo&mse=001v3GNJ-OjqziAZKaDtK8KIIIBPL_L-cJFH&t=001RHf_75N-6oybMhCH09muig%3D%3D&llr=xrmoqdlab> | Instant

removal with SafeUnsubscribe <http://visitor.constantcontact.com/do?p=un&mse=001v3GNJ-OjqziAZKaDtK8KIIIBPL_L-cJFH&t=001RHf_75N-6oybMhCH09muig%3D%3D&llr=xrmoqdlab> | Privacy

Policy <<http://ui.constantcontact.com/roving/CCPrivacyPolicy.jsp>> .

TAME Coalition | 11301 Neelsville Church Rd. | 11301 Neelsville Church Rd. | Germantown | MD
| 20876

Alt 4 mod
noise

Dinne, John J NAB

From: Vern Hutchison [vernhutch@hotmail.com]
Sent: Wednesday, July 17, 2013 11:25 AM
To: greg.hwang@montgomerycountymd.gov; Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: Midcounty Corridor Study

impact tree & green space
property values
traffic close proximity
to homes
access to roadway

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

Dinne, John J NAB

From: Nancy Rice/John Stephenson [jcs_nrr@yahoo.com]
Sent: Tuesday, July 30, 2013 10:40 AM
To: Dinne, John J NAB
Cc: greg.hwang@montgomerycountymd.gov
Subject: M-83 and alternatives

Dear Mr. Dinne,

I am writing regarding M-83 and the various alternatives to it that have been proposed. I live on Davis Mill Road, just off of Brink Road, in Germantown and hence will be adversely affected by the road construction and increased traffic regardless of which alternative is chosen.

Nevertheless, I recognize that there needs to be relief for the horrible traffic on I-270 as well as on local roads due to growth of Clarksburg and Damascus.

I have looked at the Draft Environmental Effects Report, have discussed the various proposals with neighbors, and have reached the following conclusions.

I am in favor of Alternative 9A.

This route has been part of the Master Plan for decades, and people and communities have planned, invested, and built accordingly.

The Draft Report states that alternatives 8 and 9 would provide the most relief from congestion on MD 355 and on major intersections throughout the region. Because alternative 9 would be a 4-lane limited access highway connecting MD 27 with the Mid County Highway, it would also offer significant relief to traffic on I-270.

Mass transit in the form of express bus traffic would be possible only on alternative 9.

9A has the lowest projected accident rate, shortest travel time, fewest intersecting roads and driveways, and the safest bike and pedestrian path.

I am strongly opposed to options 9B and 9D, which are not in the Master Plan, because they pass through established residential communities and the Agricultural Reserve, without offering any transportation advantage.

I am strongly opposed to Alternative 4 Modified.

It would pass through long established residential areas that were never planned for a major transportation corridor. Hundreds of homes would suddenly border a major highway.

It would intersect many driveways and other roads, thus limiting its efficiency.

Residents bordering the road would face problems of access into a multi-lane road with a raised median.

It would require the largest number of property acquisitions (including residential and business properties) of any of the proposed routes.

These and other problems led to the conclusion in the Draft Environmental Report (pg S-4) that Alternative 4 Modified would be the worst of all the proposed routes with respect to

"quality of life" and only moderately effective in reducing traffic congestion. In contrast, alternative 9 rated "High" in these and all other tests.

Since I live only ¼ mile from Brink Road, Alternative 4 Modified would decrease the value of my home due to greatly increased traffic volume and noise.

Thank you for your consideration of this matter.

Nancy Rice
21417 Davis Mill Road
Germantown, MD 20876

Dinne, John J NAB

From: Robert Portanova [novaport88@yahoo.com]
Sent: Friday, July 26, 2013 10:39 PM
To: sean.mckewen@maryland.gov
Cc: Dinne, John J NAB
Subject: M-83 Project

Sean -

This project needs to be stopped immediately.

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

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

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

I have offered you to come out and walk just a portion of the route - the offer stands.

Bob Portanova
Montgomery Village
301-990-4881

Dinne, John J NAB

From: Libby [libby@gmiarc.com]
Sent: Thursday, July 25, 2013 8:00 PM
To: Dinne, John J NAB
Cc: greg.hwang@montgomerycountymd.gov
Subject: MidCounty Highway Alternatives

Mr. Dinne:

We are strongly opposed to Alternative 4 Modified. It is completely incompatible with the Master Plans that are the basis for our community development. It is located well outside the central transportation corridor area it is supposed to support. Passing through an area of long established residential areas with many individual driveways and multiple intersecting roads increases the gridlock and affects safety. This in turn generates excessive air pollution and carbon dioxide emissions. My home is on a designated rustic road off of Brink Road and preserving the natural character of the land and homes in this small area is paramount. This is one of the few remaining areas of Montgomery County that has not been overdeveloped and should be protected from the additional traffic, noise and pollution of this proposal.

I strongly support the completion of the Midcounty Highway along the Master Plan route - Alternative 9, Option A. All adjacent communities were developed and occupied with notice of this roadway. It is designed to minimize interference with communities and existing roads. It will allow an efficient traffic flow, minimizing travel time, air pollution and carbon dioxide emissions. It will tie existing roads together into a coherent transportation system and allow optimal communication between upcounty residential communities, employment centers, and commercial areas. It can provide the backbone for an effective bus system

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

Elizabeth and Gary Mosesman

21515 Davis Mill Rd.

Germantown, MD 20876

Dinne, John J NAB

From: jim hall [jimhallmd@yahoo.com]
Sent: Thursday, July 25, 2013 1:35 PM
To: Dinne, John J NAB
Subject: Midcounty Corridor Study

Dear Mr. Dinne:

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 21st 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

Dinne, John J NAB

From: Ackerman, Kyle [kyle.ackerman@lmco.com]
Sent: Sunday, June 16, 2013 8:48 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Comments on Midcounty Corridor Study

Follow Up Flag: Follow up
Flag Status: Flagged

Assuming you are still accepting public comment

I have had a chance to attend 1 public hearing and review the various materials on the subject of the various options

Clearly the best option remains the original alignment

Option 4 - trying to cram the road on Wightman through Montgomery Village is too much impact to existing homes, there is not enough room to put this kind of road through that tight a space. Someday the need might arise to make it 6 lanes and there would be NO Option for expansion. Further up the road on Brink there is unfair impact to homes that purchased assuming the master plan.

Option 2, 5, 8 - to push traffic from a 6 lane road over onto busy 355 makes no sense and will only impact the flow of traffic on both roads - dumb

Option 1 - not an option

Option 9 is best - as for 9A, B and D, don't really care.

J. Kyle Ackerman
Site Services Manager
Pager 1-888-415-8839 (number/text msg)
ph 301-240-4086 fax 301-240-7190

Dinne, John J NAB

From: Atay, Joanne (SAMHSA/CMHS) [Joanne.Atay@samhsa.hhs.gov]
Sent: Monday, June 24, 2013 9:53 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: RE: Midcounty Corridor Study Joint Public Hearing-August 7, 2013

Follow Up Flag: Follow up
Flag Status: Flagged

We have struggled against this highway through our community for 27 years. This has had a negative impact on our health, both physical and mental. Our health cannot be restored and the years that have been lost due to worry and stress cannot be returned to us.

Before we moved to Kaul Lane, off of Brink Road, I called the DOT and asked if Brink was going to be widened. I was assured by the person who answered the phone that Brink was not going to be widened, that is there were no plans to change Brink Road. This was in 1986 when the M-83 was firmly on the Master Plan. Then all of sudden an aggressive campaign was launched by two individuals in Montgomery Village who bought their house in 1986 or 87 knowing that the M-83 was to built near their house. They have given the impression that the village is supporting them on widening Goshen and Wightman Roads which is not true. We took a survey and found that 99 percent of the people living in Montgomery Village opposed the widening of Goshen Road and the Montgomery Village people living on Wightman road are adamant against putting the highway through their community.

Our health has been impaired by this constant stress brought about by the road issue which will destroy our unique and beautiful community. Goshen is the most beautiful area in Montgomery County, the horse farms, the landscape, the natural environment. We have over two acres of land and most of us are on septic. Each resident along Brink and Wightman Roads probably needs at least \$1.5 million dollars or more to find a comparable place to live. In addition, our health has deteriorated due to the stress that has continued for 27 years.

A lot of people have allergies and asthma and cannot live next to such a monstrosity. I look at Montrose and it is frightening as to the damage that is being done to other communities with these highways/parkways. I travelled that road for 30 years to and from work and, of course, there was traffic but nothing that would warrant that type of destruction. The Kettler community there had lovely homes but now their back yards are loped off and a retaining wall built to "protect" the community from the noise, pollution, etc.

This M-83 has been on the Master Plan since the mid-1960s. Why wasn't it built instead of conducting expensive studies for the last 30 years.

From: Hwang, Gwo-Ruey (Greg) [mailto:Greg.Hwang@montgomerycountymd.gov]
Sent: Thursday, June 20, 2013 5:39 PM
Subject: Midcounty Corridor Study Joint Public Hearing-August 7, 2013

Dear Midcounty Corridor Study Community:

This email is to inform you of the upcoming Joint Public Hearing for the Midcounty Corridor Study (MCS).

If you have received MCS newsletters in the past, then you will be receiving a hard copy of the Public Notice. You may also download the Public Notice
<http://www.montgomerycountymd.gov/corridor/Resources/Files/pdf/PublicHearing/PublicNotice_130621.pdf> .

JOINT PUBLIC HEARING DATE-LOCATION-TIME-PURPOSE

Wednesday, August 7, 2013

Seneca Valley High School, Cafeteria& Auditorium

19401 Crystal Rock Drive, Germantown, MD 20874

Poster (Display) Session @ Cafeteria: 4:30-6:30 PM

Public Testimony @ Auditorium: 6:30-10:30 PM

The Joint Public Hearing will be hosted by the U. S. Army Corps of Engineers (COE) and Maryland Department of the Environment (MDE). The purpose is to provide the public an opportunity to present views, opinions and information which will be considered by COE/MDE in evaluating Montgomery County Department of Transportation's (MCDOT) permit application.

SIGN-UP FOR TESTIMONY

Public hearing sign-up begins at 4:30 pm on the same day as the Joint Public Hearing, August 7, 2013. Sing-up sheets will be available in the auditorium. If we are unable to accommodate you on the speaker's list, you may provide testimony in writing which will be included in the record. Your written testimony will be given the same consideration as oral testimony. Please forward any comments or written testimony to:

U.S. Army Corps of Engineers

Baltimore District

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

P.O. Box 1715

Baltimore, Maryland 21203-1715

e-mail: john.j.dinne@usace.army.mil

Phone: (410) 962-6005

Maryland Department of the Environment

Wetlands and Waterways Program

Attn: Mr. Sean McKewen

160 South Water Street

Frostburg, Maryland, 21532

e-mail: sean.mckewen@maryland.gov

Phone: (301) 689-1493

The Montgomery County Department of Transportation (MCDOT) appreciated your continuing interest in the Midcounty Corridor Study (MCS). Please feel free to contact me should you have additional concerns.

Best regards,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

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

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

Dinne, John J NAB

From: Atay, Joanne (SAMHSA/CMHS) [Joanne.Atay@samhsa.hhs.gov]
Sent: Monday, June 24, 2013 5:23 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: RE: Midcounty Corridor Study Joint Public Hearing-August 7, 2013

Follow Up Flag: Follow up
Flag Status: Flagged

Greg,

When the COE conducted their study, did they include the new wetlands north of Brink Road and east of Huntmaster Road. These wetlands include 20 acres of forested wetlands, 9 acres of riparian floodplain forest near the stream and 9 acres of upland forest habitat. A total of 56 acres of wetlands. These wetlands would be affected if there is a disturbance at Great Seneca Creek Bridge. Mr. Hurley, a local historian and a resident of Montgomery Village,

said that it would be an ecological disaster if the flood plains at Great Seneca Creek Bridge are disturbed. These flood plains act as a sponge and prevent flooding down stream in Montgomery Village.

From: Hwang, Gwo-Ruey (Greg) [<mailto:Greg.Hwang@montgomerycountymd.gov>]
Sent: Thursday, June 20, 2013 5:39 PM
Subject: Midcounty Corridor Study Joint Public Hearing-August 7, 2013

Dear Midcounty Corridor Study Community:

This email is to inform you of the upcoming Joint Public Hearing for the Midcounty Corridor Study (MCS).

If you have received MCS newsletters in the past, then you will be receiving a hard copy of the Public Notice. You may also download the Public Notice
<http://www.montgomerycountymd.gov/corridor/Resources/Files/pdf/PublicHearing/PublicNotice_130621.pdf> .

JOINT PUBLIC HEARING DATE-LOCATION-TIME-PURPOSE

Wednesday, August 7, 2013

Seneca Valley High School, Cafeteria& Auditorium

19401 Crystal Rock Drive, Germantown, MD 20874

Poster (Display) Session @ Cafeteria: 4:30-6:30 PM

Public Testimony @ Auditorium: 6:30-10:30 PM

The Joint Public Hearing will be hosted by the U. S. Army Corps of Engineers (COE) and Maryland Department of the Environment (MDE). The purpose is to provide the public an opportunity to present views, opinions and information which will be considered by COE/MDE in evaluating Montgomery County Department of Transportation's (MCDOT) permit application.

SIGN-UP FOR TESTIMONY

Public hearing sign-up begins at 4:30 pm on the same day as the Joint Public Hearing, August 7, 2013. Sign-up sheets will be available in the auditorium. If we are unable to accommodate you on the speaker's list, you may provide testimony in writing which will be included in the record. Your written testimony will be given the same consideration as oral testimony. Please forward any comments or written testimony to:

U.S. Army Corps of Engineers

Baltimore District

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

P.O. Box 1715

Baltimore, Maryland 21203-1715

e-mail: john.j.dinne@usace.army.mil

Phone: (410) 962-6005

Maryland Department of the Environment

Wetlands and Waterways Program

Attn: Mr. Sean McKewen

160 South Water Street

Frostburg, Maryland, 21532

e-mail: sean.mckewen@maryland.gov

Phone: (301) 689-1493

The Montgomery County Department of Transportation (MCDOT) appreciated your continuing interest in the Midcounty Corridor Study (MCS). Please feel free to contact me should you have additional concerns.

Best regards,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

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

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

Dinne, John J NAB

From: Paul Wettlaufer [pwettlaufer@rkk.com]
Sent: Wednesday, July 24, 2013 3:52 PM
To: Sean McKewen -MDE-; Gwo-Ruey 'Hwang (Greg)'; Dinne, John J NAB
Subject: Re: MCC property notification question (Public Notice, CORPS: CENAB - OP - RMN (Mid County Corridor Study) 2007-07102-M15)

Jack/Sean, MCDOT will provide a response to Florence Rice, with a copy to you.

From: "Davidflo" <davidflo@verizon.net>
To: "Sean McKewen -MDE-" <sean.mckewen@maryland.gov>, "JOHN J DINNE" <JOHN.J.DINNE@usace.army.mil>, "Gwo-Ruey 'Hwang (Greg)'" <Greg.Hwang@montgomerycountymd.gov>, pwettlaufer@rkk.com
Sent: Wednesday, July 24, 2013 2:53:33 PM
Subject: RE: MCC property notification question (Public Notice, CORPS: CENAB - OP - RMN (Mid County Corridor Study) 2007-07102-M15)

To Whom it may concern:

Would it be possible for someone respond to the the subject matter that we've received through the mail as it relates to the Bethel World Outreach Church located at 8252 Georgia Ave.

I would like to know what was it that prompted the Church to be placed on the list of individuals who were notified; direct impact, adjoining, secondarily impacted, etc?

The Comment Period is through 21 August. I understand that in everyday fray of business my request may have somehow gotten overlooked but if you would be so kind, I would like to know precisely what this is about in order to respond appropriately and in a timely manner.

Thank you in advance.

Florence L. Rice

From: Sean McKewen -MDE- [<mailto:sean.mckewen@maryland.gov>]
Sent: Tuesday, July 16, 2013 12:18 PM
To: davidflo@verizon.net; JOHN.J.DINNE@usace.army.mil; Hwang, Gwo-Ruey (Greg); pwettlaufer@rkk.com
Subject: MCC property notification question

I received a call from Ms. Florence Rice (my apologies if misspelled). She received a copy of the notice in the mail as it relates to the Bethel World Outreach Church. She gave the address as 8252 Georgia Ave.

Her essential question is what was it that prompted the Church to be placed on the list of individuals who were notified; direct impact, adjoining, secondarily impacted, etc?

I would ask that you provide her the clarification she seeks. Her email address is given above. Her phone number is 240.508.6502.

Thanks in advance.

--

Sean McKewen
Western Section Chief
Nontidal Wetlands Division
Maryland Dept. of the Environment
301.689.1493

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

Elinsky, Steve NAB

From: O'NeillDon@aol.com
Sent: Sunday, November 20, 2011 5:44 PM
To: Greg.Hwang@montgomerycountymd.gov; Bruce.Johnston@montgomerycountymd.gov; jthompson@mde.state.md.us
Cc: Aruna.Miller@montgomerycountymd.gov; Sogand.Seirafi@montgomerycountymd.gov; Elinsky, Steve NAB; Rudnick.Barbara@epa.gov; Arthur.Holmes@montgomerycountymd.gov; Edgar.Gonzalez@montgomerycountymd.gov; Catherine.Matthews@montgomerycountymd.gov; Ike.Leggett@montgomerycountymd.gov; Diane.Jones@montgomerycountymd.gov; Bob.Simpson@montgomerycountymd.gov; Kirill.Reznik@house.state.md.us; NJK107@aol.com; hydornrob@aol.com; dhumpton@mvf.org; linciv@netzero.com; missinglinck@comcast.net; slevine@mvf.org; O'NeillDon@aol.com
Subject: Citizen Objection to Midcounty Corridor Study (MCS) M83 Option 4 and U.S. Army Corps of Engineers Interference With Montgomery County Self-Determination
Attachments: RE: Midcounty Corridor Study (MCS) Alternatives Assessed

November 20, 2011

Mr. Greg Hwang
100 EdisonPark Dr., 4th Floor
Gaithersburg, Maryland 20878

Dear Greg,

As a citizen of Montgomery County, I would like to register my objection to M83 Option 4 and the U.S. Army Corps of Engineers interference with Montgomery County self determination and ask that it be made part of the public record at the County, State, and Federal level.

Analysis of the Midcounty Corridor Study (MCS) study reveals that Alternative 4 Modified (Goshen-Brink-etc) is the most unacceptable alternative by a wide margin. It presents the least improvement in travel time, the highest number of conflict points, the highest impact to residential properties, the highest historic properties affected, and is not consistent with the Master Plan.

The U.S. Army Corps of Engineers chose to insulate itself from the feelings and sentiments of the citizens of Montgomery County whom it is impacting by refusing the MCDOT invitation to attend the public MCDOT hearing, attended by hundreds of concerned citizens on September 27, 2011. As a result, the Corps missed the opportunity to hear first hand the voices of the people who are being ignored by an interfering government bureaucracy. Despite the citizen opposition, the U.S. Army Corps of Engineers insists that this alternative be retained for detailed analysis in the study. The cost of the study is \$1.2M.

Operating out of Philadelphia once the cradle of democracy, this agency tinkers with the quality of life in Montgomery County. The Corps has no standing on the issues important to our community yet has sole approval authority. The lack of standing of the U.S. Corps of Engineers in the affairs of Montgomery County stands in contrast to the minimum time spent by the Corps in the County totaling four days from December 2006 through February 2011 (see forwarded email from Bruce E. Johnston, Chief, Division of Transportation, MCDOT). What right does the Corps have to dictate, control, and destroy the future of our community?

It is well known that M83 Option 4 is not the preferred alternative yet its continued presence in the planning process serves to distress the residents of Montgomery Village and vicinity, some of whom exercised due diligence in interacting with the Montgomery County planning department and were misled as the rules changed midstream and the U.S. Army Corps of Engineers became the decider.

I urge the County, State, and Federal agencies to respect Montgomery County's right to self-determination and to take charge of the situation by immediately eliminating M83 Option 4 from further consideration and thereby sparing the citizens most affected any further distress.

Don O'Neill
Montgomery Village

Dinne, John J NAB

From: Cheryl Imperatore [cimperat@aol.com]
Sent: Thursday, August 01, 2013 11:16 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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
Boyds, MD 20841

Dinne, John J NAB

From: George . [georgetobinjr@aol.com]
Sent: Thursday, August 01, 2013 3:34 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Oops... Re: MID - COUNTY CORRIDOR ALTERNATIVES (and an additional question)

Follow Up Flag: Follow up
Flag Status: Flagged

Greg, OK, I thought I had looked at all the Options, but I didn't see Option 9. OK, so there IS an option for extending and completing Mid County as originally planned.

Now, my question becomes: Why was Mid County Highway never completed in the first place? Seems to me that would have been, and still is, the most logical alternative.

George

Email address: georgetobinjr@aol.com

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

From: George . <georgetobinjr@aol.com>
To: greg.hwang <greg.hwang@montgomerycountymd.gov>
Sent: Thu, Aug 1, 2013 3:20 pm
Subject: MID - COUNTY CORRIDOR ALTERNATIVES

Hi Greg,

I will be away next week (well-deserved vacation) so I can't attend the open forum/public open house at SVHS. I did have a couple of questions.

It's been a number of years, I noticed, since the need was identified and it seems pretty well studied at this point.

My BIG question - Among the various alternatives, unless I am missing something, where is the alternative that actually EXTENDS Mid-County Highway DIRECTLY from where it now ends at Montgomery Village Avenue out through Middlebrook Road (it appears that some construction was started at some point)? I see all sorts of options that include widening OTHER roads, etc., but NONE (unless I missed it) that actually COMPLETES Mid - County Highway as it was originally planned.

Please let me know.

Thanks,

George Tobin
Montgomery Village, MD

Dinne, John J NAB

From: C. Test Bassett [cbassett@salsalabs.com]
Sent: Thursday, August 01, 2013 2:26 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

Thank you,

C. Test Bassett
Street
City, MD 20782

Dinne, John J NAB

From: Dena Picken [dpicken44@verizon.net]
Sent: Thursday, August 01, 2013 6:13 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Dena Picken
Northwood Ave
Silver Spring, MD 20901

Dinne, John J NAB

From: DAN GARLITZ [morteki666@gmail.com]
Sent: Thursday, August 01, 2013 6:21 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

DAN GARLITZ
9888 HELINGLY PLACE
MONTGOMERY VILLAGE, MD 20886

Dinne, John J NAB

From: mary carol dragoo [marycarold@verizon.net]
Sent: Thursday, August 01, 2013 6:23 PM
To: Hwang, Gwo-Fluey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Jay Kaplon [toobytoo@hotmail.com]
Sent: Thursday, August 01, 2013 6:23 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Alan Lauer [lauerbunch4@yahoo.com]
Sent: Thursday, August 01, 2013 6:41 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Alan Lauer
9408 Riley Place
SilverSpring, MD 20910

Dinne, John J NAB

From: Mary Ward [marhward@hotmail.com]
Sent: Thursday, August 01, 2013 6:57 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County. We need bus rapid transit and mor bike connections-- not more highways

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

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

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

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

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

Signed,

Mary Ward
10196 Wickshire Way
Rockville, MD 20852

Dinne, John J NAB

From: Melanie Biscoe [Explorergirl981@yahoo.com]
Sent: Thursday, August 01, 2013 6:57 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Melanie Biscoe
1807 brisbane st.
Silver spring, MD 20902

Dinne, John J NAB

From: Catherine Junghans [katiejunghans@verizon.net]
Sent: Thursday, August 01, 2013 7:56 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

I am 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.

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, Catherine (Katie) Junghans

Catherine Junghans
9605 Main Street
Damascus, MD 20872

Dinne, John J NAB

From: Joe Eade [countD2588@gmail.com]
Sent: Thursday, August 01, 2013 8:14 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Joe Eade
4412 hallet st
rockville, MD 20853

Dinne, John J NAB

From: M. Langelan [mjlangelan@gmail.com]
Sent: Thursday, August 01, 2013 8:28 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: jesse paledofsky [jessepal1@aol.com]
Sent: Thursday, August 01, 2013 9:06 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

jesse paledofsky
jesse
silver spring, MD 20910

Dinne, John J NAB

From: Krisna Becker [krisnachuck@gmail.com]
Sent: Thursday, August 01, 2013 9:09 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Krisna Becker
22511 Schoolfield Ct
Clarksburg, MD 20871

Dinne, John J NAB

From: Lonnie Lee [lonniejlee@comcast.net]
Sent: Thursday, August 01, 2013 9:53 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Lonnie Lee
1304 Cresthaven Dr.
Silver spring, MD 20903

Dinne, John J NAB

From: Susan Valiga [sbvaliga@aol.com]
Sent: Thursday, August 01, 2013 10:01 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Susan Valiga
1616 Marshall Ave
Rockville, MD 20851

Dinne, John J NAB

From: Connor Peace [cwpeace@gmail.com]
Sent: Thursday, August 01, 2013 10:15 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Connor Peace
9545 Duffer Way
Montgomery Village, MD 20886

Dinne, John J NAB

From: James Fary [jimfary@earthlink.net]
Sent: Thursday, August 01, 2013 10:51 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

James Fary
2836 Blue Spruce Ln
Silver Spring, MD 20906

Dinne, John J NAB

From: Jason Bremner [Jason_bremner@yahoo.com]
Sent: Thursday, August 01, 2013 10:58 PM
To: Hwang, Gwo-Ruey (Grog)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Jason Bremner
6616 Gude ave
Takoma Park, MD 20912

Dinne, John J NAB

From: Malinda Karunaratne [mdkarunaratne@gmail.com]
Sent: Thursday, August 01, 2013 11:00 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Malinda Karunaratne
20518 Sterncroft ct
Montgomery Village, MD 20886

Dinne, John J NAB

From: Cinzia Maddalena [clmaddalena@comcast.net]
Sent: Thursday, August 01, 2013 11:46 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Cinzia Maddalena
12421 Goldfinch Ct
Potomac, MD 20854

Dinne, John J NAB

From: Clayton Au [Cdbadwolf@aol.com]
Sent: Thursday, August 01, 2013 11:42 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Clayton Au
18301 waringstation rd
Germantown, MD 20874

Dinne, John J NAB

From: Frank Markus [F4307m@aol.com]
Sent: Thursday, August 01, 2013 11:50 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Frank Markus
10758 wayfarer rd
Germantown, MD 20876

Dinne, John J NAB

From: Christopher Ecker [cecker@me.com]
Sent: Thursday, August 01, 2013 4:33 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Christopher Ecker
20 S Summit Ave
Gaithersburg, MD 20877

Dinne, John J NAB

From: Andrew Brown [andrew_brown@brown.edu]
Sent: Thursday, August 01, 2013 4:44 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Andrew Brown
8513 Second Ave
Silver Spring, MD 20910

Dinne, John J NAB

From: Don Allen [dca1789@yahoo.com]
Sent: Thursday, August 01, 2013 5:14 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Margaret Schoap [schoapm@aol.com]
Sent: Thursday, August 01, 2013 5:32 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Margaret Schoap
11425 Neelsville Church Rd
Germantown, MD 20876

Dinne, John J NAB

From: Edward Demers [ed@demers1.com]
Sent: Thursday, August 01, 2013 5:41 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Edward Demers
5632 Bent Branch Road
Bethesda, MD 20816

Dinne, John J NAB

From: Maria Barker [maria.t.barker@gmail.com]
Sent: Thursday, August 01, 2013 6:02 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Maria Barker
613 Ray Drive
Silver Spring, MD 20910

Dinne, John J NAB

From: Tsedal Bahta [tbahta@aol.com]
Sent: Thursday, August 01, 2013 12:07 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

Dear planners:

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

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

The only acceptable alternative proposed is Alternative 2, which makes the best use of our existing infrastructure by making improvements to MD355. It costs the least, has the least impact on the community and our environment, and enables the development of a high quality Rapid Transit service connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits that none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of building M83's favored Alightment 9, estimated to be up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County.

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

Thank you,

Tsedal Bahta
8712 Colesville Rd
Silver Spring, MD 20910

Dinne, John J NAB

From: Peter Dean [GM@Greatlandlord.com]
Sent: Thursday, August 01, 2013 2:09 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

Thank you,

Peter Dean
8519 Freyman Dr
Chevy Chase, MD 20815

Dinne, John J NAB

From: Kelly Blynn [kelly@smartergrowth.net]
Sent: Thursday, August 01, 2013 4:30 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Kelly Blynn
4528 4th St
Bethesda, MD 20815

Dinne, John J NAB

From: K. Travis Ballie [travis.ballie@gmail.com]
Sent: Friday, August 02, 2013 8:49 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Hope Farrior [hfarrior@starpower.net]
Sent: Friday, August 02, 2013 8:04 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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,

Hope Farrior
9223 Adelaide Drive
Bethesda, MD 20817

Dinne, John J NAB

From: Josh Goldman [Joshjosh117@gmail.com]
Sent: Friday, August 02, 2013 7:34 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Josh Goldman
15711 Hughes Road
Poolesville, MD 20837

Dinne, John J NAB

From: Kathy Carey [kthcar1@aol.com]
Sent: Friday, August 02, 2013 4:48 AM
To: Hwang, Gwo-Fluey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Kathy Carey
6692 Hillendale Rd
Chevy Chase, MD 20815

Dinne, John J NAB

From: Andrew Ireland [andrewireland@mac.com]
Sent: Friday, August 02, 2013 2:23 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Andrew Ireland
7525 Hampden Ln
Bethesda, MD 20814

Dinne, John J NAB

From: Fenwick Anderson [fenwickanderson@starpower.net]
Sent: Friday, August 02, 2013 1:39 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Fenwick Anderson
8319 Roanoke Ave.
Takoma Park, MD 20912

Dinne, John J NAB

From: Dave & Linda Anderson [dlanderson39@gmail.com]
Sent: Friday, August 02, 2013 12:37 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: James Miller [jmill2@umd.edu]
Sent: Friday, August 02, 2013 12:10 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

James Miller
507 Elm Ave
Takoma Park, MD 20912

Dinne, John J NAB

From: Bianca Benincasa [bianca.benincasa@gmail.com]
Sent: Friday, August 02, 2013 8:49 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Bianca Benincasa
8314 N Brook Ln
Bethesda, MD 20814

Dinne, John J NAB

From: Peter Fields [peterfields@yahoo.com]
Sent: Friday, August 02, 2013 8:55 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Peter Fields
15612 Marathon Cir
Gaithersburg, MD 20878

Dinne, John J NAB

From: Robert Goldberg [r.n.goldberg@att.net]
Sent: Friday, August 02, 2013 9:02 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Robert Goldberg
21404 Davis Mill Road
Germantown, MD 20876

Dinne, John J NAB

From: Laurie Mazur [lauriemazur@verizon.net]
Sent: Friday, August 02, 2013 9:15 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Laurie Mazur
6905 Woodland Ave
Takoma Park, MD 20912

Dinne, John J NAB

From: David Cherry [dtcherry@aol.com]
Sent: Friday, August 02, 2013 9:15 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

I have seen how infrequently the expensive ICC is used.

Signed,

David T. Cherry

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

Dinne, John J NAB

From: Nik Sushka [nik.sushka@mcyd.org]
Sent: Friday, August 02, 2013 9:21 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Nik Sushka
9510 Hale St
Silver Spring, MD 20910

Dinne, John J NAB

From: REV M VINCENT TURNER [FierceCelt@gmail.com]
Sent: Friday, August 02, 2013 9:23 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

REV M VINCENT TURNER
12801 OLD COLUMBIA PIKE
SILVER SPRING, MD 20904

Dinne, John J NAB

From: Andrea Cimino [cimino.andrea.m@gmail.com]
Sent: Friday, August 02, 2013 9:24 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Joy Markowitz [joymarkowitz@rcn.com]
Sent: Friday, August 02, 2013 9:25 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Joy Markowitz
7415 Cedar Ave
Takoma Park, MD 20912

Dinne, John J NAB

From: Karin Rives [karives@mindspring.com]
Sent: Friday, August 02, 2013 9:31 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Karin Rives
16 Darwin Ave.
Takoma Park, MD 20912

Dinne, John J NAB

From: James Morlath [jimm397@gmail.com]
Sent: Friday, August 02, 2013 9:31 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

James Morlath
8715 first ave
Silver Spring, MD 20910

Dinne, John J NAB

From: Michael Drayne [michaeldrayne@gmail.com]
Sent: Friday, August 02, 2013 9:34 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Michael Drayne
2019 Luzerne Ave
Silver Spring, MD 20910

Dinne, John J NAB

From: Alan Bromborsky [abrombo@verizon.net]
Sent: Friday, August 02, 2013 9:37 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Alan Bromborsky
12435 Kemp Mill Road
Silver Spring, MD 20902

Dinne, John J NAB

From: Anne Russell [adchome@aol.com]
Sent: Friday, August 02, 2013 9:39 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Anne Russell
3310 Tidewater Court
Olney, MD 20832

Dinne, John J NAB

From: Rita Frost [rafrost4@gmail.com]
Sent: Friday, August 02, 2013 9:42 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Rita Frost
3805 Archer Pl
Kensington, MD 20895

Dinne, John J NAB

From: maya gorina [mayagorina@gmail.com]
Sent: Friday, August 02, 2013 9:56 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

maya gorina
connecticut
kensington, MD 20895

Dinne, John J NAB

From: david schoenbaum [DLSCHOEN@aol.com]
Sent: Friday, August 02, 2013 9:52 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

david schoenbaum
6050 California Circle, #403
Rockville, MD 20852

Dinne, John J NAB

From: Rachel Unger [ungerrr@gmail.com]
Sent: Friday, August 02, 2013 9:51 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Rachel Unger
24300 Peach Tree Road
Clarksburg, MD 20871

Dinne, John J NAB

From: Michelle Erica Green [littlereview@gmail.com]
Sent: Friday, August 02, 2013 9:48 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Michelle Erica Green
8114 Inverness Ridge Road
Potomac, MD 20854

Dinne, John J NAB

From: mary anders [maryanders@gmail.com]
Sent: Friday, August 02, 2013 9:47 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

mary anders
4 Guy Court
Rockville, MD 20850

Dinne, John J NAB

From: Jerry DePoyster [Jdepoy@mac.com]
Sent: Friday, August 02, 2013 10:47 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Jerry DePoyster
11111 scepre ridge terrace
Germantown, MD 20876

Dinne, John J NAB

From: Erik McWilliams [ErikMcW@comcast.net]
Sent: Friday, August 02, 2013 10:28 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Erik McWilliams
13216 Ridge Drive
Rockville, MD 20850

Dinne, John J NAB

From: Jason Rapp [rapp.jason@gmail.com]
Sent: Friday, August 02, 2013 10:15 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Jason Rapp
1635 Belvedere Blvd
Silver Spring, MD 20902

Dinne, John J NAB

From: Jean Mathews [jeanmathews@juno.com]
Sent: Friday, August 02, 2013 10:04 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Jean Mathews
11301 neelsville church rd
Germantown, MD 20876

Dinne, John J NAB

From: Barbara Dunkley [bvd9701@gmail.com]
Sent: Friday, August 02, 2013 11:05 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Barbara Dunkley
5804 Namakagan Road
Bethesda, MD 20816

Dinne, John J NAB

From: Jim Russ [simjue@verizon.net]
Sent: Friday, August 02, 2013 10:26 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Jim Russ
9915 Maple Leaf Dr
Montgomery Village, MD 20886

Dinne, John J NAB

From: Richard Meyers [peachwood1270@verizon.net]
Sent: Friday, August 02, 2013 9:40 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Richard Meyers
14809 Peachwood Dr
Silver Spring, MD 20905

Dinne, John J NAB

From: John Whitty [whittyjs@yahoo.com]
Sent: Friday, August 02, 2013 9:31 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

John Whitty
7305 Oakridge Ave
Chevy Chase, MD 20815

Dinne, John J NAB

From: Laura Adkins [140sandals@gmail.com]
Sent: Friday, August 02, 2013 7:20 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Laura Adkins
3918 Angelton Court
Burtonsville, MD 20866

Dinne, John J NAB

From: Ana Rubio [anarubiopr@gmail.com]
Sent: Friday, August 02, 2013 7:09 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Ana Rubio
20416 apple harvest cir
Germantown, MD 20876

Dinne, John J NAB

From: Feisal Alykhan [alykhan1789@hotmail.com]
Sent: Friday, August 02, 2013 6:38 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Feisal Alykhan
10201 Douglas Avenue
Silver Spring, MD 20902

Dinne, John J NAB

From: Mary McCann [msip@earthlink.net]
Sent: Friday, August 02, 2013 6:14 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Mary McCann
20005 Yellos Leaf Terrace
Germantown, MD 20876

Dinne, John J NAB

From: Patty McGrath [pattymcgrath08@aol.com]
Sent: Friday, August 02, 2013 5:29 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Patty McGrath
11007 Edison Road
Potomac, MD 20854

Dinne, John J NAB

From: Harper Jean Tobin [harperjeantobin@gmail.com]
Sent: Friday, August 02, 2013 4:22 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Harper Jean Tobin
7107 Holly Ave
Takoma Park, MD 20912

Dinne, John J NAB

From: Evelyn Naranjo [naranjomomof5@aol.com]
Sent: Friday, August 02, 2013 4:07 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Evelyn Naranjo
4709 Rams Head Ct
Rockville, MD 20853

Dinne, John J NAB

From: Jennie Gosche [Jenniegosche@netzero.net]
Sent: Friday, August 02, 2013 3:56 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Janie Scholom [jscholom@comcast.net]
Sent: Friday, August 02, 2013 3:30 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Janie Scholom
3409 Wake Dr
Kensington, MD 20895

Dinne, John J NAB

From: Dianne Cinnamon [dcinnamon@comcast.net]
Sent: Friday, August 02, 2013 2:56 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Dianne Cinnamon
2619 Colston Drive
Chevy Chase, MD 20815

Dinne, John J NAB

From: David Elfin [elfind@verizon.net]
Sent: Friday, August 02, 2013 2:50 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

David Elfin
8206 Bryant Drive
Bethesda, MD 20817

Dinne, John J NAB

From: Betty Romero [bettyromero@me.com]
Sent: Friday, August 02, 2013 2:42 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Betty Romero
Magic Mountain
N Bethesda, MD 20852

Dinne, John J NAB

From: Steven Cook [cookstevend@gmail.com]
Sent: Friday, August 02, 2013 10:55 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

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

Signed,

Steven Cook

Steven Cook
6505 Marjory Lane
Bethesda, MD 20817

Dinne, John J NAB

From: Natasha Hill [NatashaH28@gmail.com]
Sent: Friday, August 02, 2013 10:55 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Alice Meyer [bannerz@starpower.net]
Sent: Friday, August 02, 2013 10:51 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Alice Meyer
8907 Ellsworth Court
Silver Spring, MD 20910

Dinne, John J NAB

From: Sergio Morales [parkourzombie@gmail.com]
Sent: Friday, August 02, 2013 2:18 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Sergio Morales
11003 Grassy Knoll Terrace
Germantown, MD 20886

Dinne, John J NAB

From: Beth Kosiak [B_Kosiak@comcast.net]
Sent: Friday, August 02, 2013 1:44 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

I 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.

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,

Beth Kosiak, Ph.D.

Beth Kosiak
10709 Seneca Spring Way
Montgomery Village, MD 20886

Dinne, John J NAB

From: Monica La [monicala82@gmail.com]
Sent: Friday, August 02, 2013 1:26 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Monica La
11326 King George Drive
Silver Spring, MD 20902

Dinne, John J NAB

From: craig kaplan [craigkaplan@gmail.com]
Sent: Friday, August 02, 2013 1:17 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

craig kaplan
8017 horseshoe lane
potomac, MD 20854

Dinne, John J NAB

From: Aimee Coogan [aimeecoogan@verizon.net]
Sent: Friday, August 02, 2013 1:10 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Aimee Coogan
16960 Oakmont Avenue
Gaithersburg, MD 20877

Dinne, John J NAB

From: Suzanne White [suziewhite@yahoo.com]
Sent: Friday, August 02, 2013 1:10 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Suzanne White

Suzanne White
84 Windbrooke Circle
Gaithersburg, MD 20879

Dinne, John J NAB

From: Helen McKibben [hmckibben@gmail.com]
Sent: Friday, August 02, 2013 1:06 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

Helen McKibben
6215 Verne Street
Bethesda, MD 20817

Dinne, John J NAB

From: William Boteler [bbot20008@yahoo.com]
Sent: Friday, August 02, 2013 1:02 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: John Mathwin [jmathwin@hotmail.com]
Sent: Friday, August 02, 2013 12:54 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Reject M83 (Midcounty Highway Extended)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hwang,

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

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

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

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

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

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

Signed,

John Mathwin
13515 Crispin Way
Rockville, MD 20853