

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:28 PM
To: jcampbell@somersetdev.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: James Campbell [<mailto:jcampbell@somersetdev.com>]
Sent: Monday, August 05, 2013 10:17 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

James Campbell
5516 Uppingham Street
Chevy Chase, MD 20815

Dinne, John J NAB

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Mark Firley [<mailto:mjfirley@gmail.com>]
Sent: Monday, August 05, 2013 12:23 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Mark Firley
554 N Frederick Ave #209
Gaithersburg, MD 20877

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:22 PM
To: tgrass60@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Tom Grass [<mailto:tgrass60@yahoo.com>]
Sent: Monday, August 05, 2013 10:05 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Tom Grass
13500 Clear Morning Place
Germantown, MD 20874

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:21 PM
To: areeves@world.oberlin.edu
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Ari Reeves [<mailto:areeves@world.oberlin.edu>]
Sent: Sunday, August 04, 2013 9:04 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Ari Reeves
10315 Brunswick Ave
Silver Spring, MD 20902

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:21 PM
To: Mkstn5@me.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Mike Stein [<mailto:Mkstn5@me.com>]
Sent: Sunday, August 04, 2013 9:27 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Mike Stein
Atlantic ave
Rockville, MD 20851

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:22 PM
To: rbletzinger@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Ruth Bletzinger [<mailto:rbletzinger@gmail.com>]
Sent: Monday, August 05, 2013 10:13 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Ruth Bletzinger
213 Leighton Avenue
Silver Spring, MD 20901

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:21 PM
To: lydiasullivan42@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Lydia Sullivan [<mailto:lydiasullivan42@gmail.com>]
Sent: Sunday, August 04, 2013 7:42 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

I oppose M83 Extended. At a time when Montgomery County is in desperate need of public transportation - especially in upcounty - building a six-lane highway is unwise and inevitably will lead to more sprawl. This is at a time when we are ostensibly pushing transit oriented development as a county. It just doesn't make sense. It's 2013, not 1953.

M83 will also despoil the environment in upcounty.

Please do not approve this expensive and unwarranted road. It's so 20th Century. Change spending priorities to public transit like BRT.

Thank you.

Signed,

Lydia Sullivan
5901 Montrose Road, N506
Rockville, MD 20852

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:21 PM
To: deyhles@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Barbara & Walter Deyhle [<mailto:deyhles@hotmail.com>]
Sent: Sunday, August 04, 2013 4:15 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Barbara & Walter Deyhle
10712 Seneca Spring Way
Montgomery Villlage, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:20 PM
To: mullinsj@cua.edu
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: James Mullins [<mailto:mullinsj@cua.edu>]
Sent: Sunday, August 04, 2013 2:01 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

James Mullins
9618 Brunett Ct
Silver Spring, MD 20901

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:21 PM
To: qykwan@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
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Montgomery County Department of Transportation (MCDOT) is committed to public involvement and will continue to engage you and your community as the study progresses. Should have any specific questions, please feel free to contact Mr. Greg Hwang, Project Manager, for the Midcounty Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.

Sincerely,

Isiah Leggett
County Executive

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

From: Quon Kwan [<mailto:qykwan@gmail.com>]
Sent: Sunday, August 04, 2013 8:51 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Quon Kwan
14913 Bauer Drive
Rockville, MD 20853

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:21 PM
To: dlffitag01@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Dorothy Tartaglia [<mailto:dlffitag01@comcast.net>]
Sent: Sunday, August 04, 2013 3:10 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Dorothy Tartaglia
2423 Dennis Ave.
Silver Spring, MD 20902

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:20 PM
To: pnahay@sprynet.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Paul Nahay [<mailto:pnahay@sprynet.com>]
Sent: Saturday, August 03, 2013 8:15 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Paul Nahay
1013 Rosemere Ave.
Silver Spring, MD 20904

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:19 PM
To: martysusan@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Marty and Susan Hoffman [<mailto:martysusan@aol.com>]
Sent: Saturday, August 03, 2013 5:52 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources. The success, or failure, of the ICC should be factored into the equation, and the senseless building of more roads should be questioned seriously.

Signed, Susan and Marty Hoffman

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:20 PM
To: rick.venable@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Rick Venable [<mailto:rick.venable@verizon.net>]
Sent: Sunday, August 04, 2013 12:30 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Rick Venable
802 Wade Ave
Rockville, MD 20851

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:20 PM
To: stevesacharoff@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Steve Sacharoff [<mailto:stevesacharoff@hotmail.com>]
Sent: Sunday, August 04, 2013 9:29 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Steve Sacharoff
5011 Barkwood Pl
Rockville, MD 20853

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:19 PM
To: sebsmoot@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Sebastian Smoot [<mailto:sebsmoot@gmail.com>]
Sent: Saturday, August 03, 2013 3:41 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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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,

Sebastian Smoot
1200 Rainbow Dr
Silver Spring, MD 20905

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:18 PM
To: healthyplum1@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Linda Miyoshi [<mailto:healthyplum1@gmail.com>]
Sent: Saturday, August 03, 2013 10:32 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Linda Miyoshi
709 tanley rd
silver spring, MD 20904

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:16 PM
To: elizabeth.ashburn@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Elizabeth Ashburn [<mailto:elizabeth.ashburn@gmail.com>]
Sent: Saturday, August 03, 2013 10:13 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in 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 fewest 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 using our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,

Elizabeth Ashburn
21000 Father Hurley Blvd
Germantown, MD 20874

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:15 PM
To: whittyjs@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: John Whitty [<mailto:whittyjs@yahoo.com>]
Sent: Friday, August 02, 2013 9:31 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

John Whitty
7305 Oakridge Ave
Chevy Chase, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:16 PM
To: harpster77@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Anne Harpster [<mailto:harpster77@hotmail.com>]
Sent: Friday, August 02, 2013 11:30 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

Thank you for your work on behalf of our communities.

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

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

Anne Harpster
13213 Clifton Rd
Silver Spring, MD 20904

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:16 PM
To: danforthbjj@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

From: Noel Danforth [<mailto:danforthbjj@yahoo.com>]
Sent: Saturday, August 03, 2013 8:29 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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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,

Noel Danforth
118 Swanton lane
Gaithersburg, MD 20878

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:16 PM
To: diacorda@gmx.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Diacorda Amosapa [<mailto:diacorda@gmx.com>]
Sent: Saturday, August 03, 2013 4:29 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

I am troubled by several key environmental and community issues related to this proposed project. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would also divide existing communities, which is something I am particularly concerned about, not to mention other associated avoidable air pollution and its health impacts and noise impacts.

One other pressing issue about M83 is the potential impact on wetlands and our aquatic resources. Let's please keep in mind some of the important functions that wetlands serve for our community. The crucial and practical value of wetlands can sometimes get lost in all the details. Wetlands feed and filtrate downstream waters and groundwater

supplies, which directly or indirectly make up our precious drinking water. They also help to reduce the damaging impact of flooding. Lost wetlands can result in our county having to needlessly sypon more money into drinking water treatment and increasing costs to residents for flood insurance.

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

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.

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. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Sincerely,

Diacorda Amosapa

Diacorda Amosapa
4915 Boiling Brook Pkwy
North Bethesda, MD 20852

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:15 PM
To: peachwood1270@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Richard Meyers [<mailto:peachwood1270@verizon.net>]
Sent: Friday, August 02, 2013 9:40 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

Signed,

Richard Meyers
14809 Peachwood Dr
Silver Spring, MD 20905

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:15 PM
To: simjue@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Jim Russ [<mailto:simjue@verizon.net>]
Sent: Friday, August 02, 2013 10:26 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:15 PM
To: 140sandals@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Laura Adkins [<mailto:140sandals@gmail.com>]
Sent: Friday, August 02, 2013 7:20 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

Signed,

Laura Adkins
3918 Angelton Court
Burtonsville, MD 20866

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:14 PM
To: alykhan1789@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Feisal Alykhan [<mailto:alykhan1789@hotmail.com>]
Sent: Friday, August 02, 2013 6:38 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Mary McCann [<mailto:msip@earthlink.net>]
Sent: Friday, August 02, 2013 6:14 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

Signed,

Mary McCann
20005 Yellos Leaf Terrace
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:15 PM
To: anarubiopr@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Ana Rubio [<mailto:anarubiopr@gmail.com>]
Sent: Friday, August 02, 2013 7:09 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Ana Rubio
20416 apple harvest cir
Germantown, MD 20876

Dinne, John J NAB

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Harper Jean Tobin [<mailto:harperjeantobin@gmail.com>]
Sent: Friday, August 02, 2013 4:22 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Harper Jean Tobin
7107 Holly Ave
Takoma Park, MD 20912

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:13 PM
To: naranjomomof5@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Evelyn Naranjo [<mailto:naranjomomof5@aol.com>]
Sent: Friday, August 02, 2013 4:07 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Evelyn Naranjo
4709 Rams Head Ct
Rockville, MD 20853

Dinne, John J NAB

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Jennie Gosche [<mailto:Jenniegosche@netzero.net>]
Sent: Friday, August 02, 2013 3:56 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:14 PM
To: pattymcgrath08@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Patty McGrath [<mailto:pattymcgrath08@aol.com>]
Sent: Friday, August 02, 2013 5:29 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Patty McGrath
11007 Edison Road
Potomac, MD 20854

Dinne, John J NAB

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Janie Scholom [<mailto:jscholom@comcast.net>]
Sent: Friday, August 02, 2013 3:30 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Janie Scholom
3409 Wake Dr
Kensington, MD 20895

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:09 PM
To: elfind@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: David Elfin [<mailto:elfind@verizon.net>]
Sent: Friday, August 02, 2013 2:50 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

David Elfin
8206 Bryant Drive
Bethesda, MD 20817

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:09 PM
To: bettyromero@me.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Betty Romero [<mailto:bettyromero@me.com>]
Sent: Friday, August 02, 2013 2:42 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Betty Romero
Magic Mountain
N Bethesda, MD 20852

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:10 PM
To: dcinnamon@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Dianne Cinnamon [<mailto:dcinnamon@comcast.net>]
Sent: Friday, August 02, 2013 2:56 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Dianne Cinnamon
2619 Colston Drive
Chevy Chase, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:09 PM
To: billagnostak@mris.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: William Agnostak [<mailto:billagnostak@mris.com>]
Sent: Friday, August 02, 2013 2:27 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

William Agnostak
2 Joshua Tree Ct
North Potomac, MD 20878

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:09 PM
To: msdanaberg@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Dana Berg [<mailto:msdanaberg@gmail.com>]
Sent: Friday, August 02, 2013 2:22 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Dana Berg
7413 Indraff ct. Bethesda, MD
Bethesda, MD 20817

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:08 PM
To: parkourzombie@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Sergio Morales [<mailto:parkourzombie@gmail.com>]
Sent: Friday, August 02, 2013 2:18 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Sergio Morales
11003 Grassy Knoll Terrace
Germantown, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:09 PM
To: annemariechuck@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Anne Marie & Chuck Martinez [<mailto:annemariechuck@gmail.com>]
Sent: Friday, August 02, 2013 2:32 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:07 PM
To: suziewhite@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Suzanne White [<mailto:suziewhite@yahoo.com>]
Sent: Friday, August 02, 2013 1:10 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Suzanne White

Suzanne White
84 Windbrooke Circle
Gaithersburg, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:08 PM
To: monicala82@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Monica La [<mailto:monicala82@gmail.com>]
Sent: Friday, August 02, 2013 1:26 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Monica La
11326 King George Drive
Silver Spring, MD 20902

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:07 PM
To: aimeecoogan@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Aimee Coogan [<mailto:aimeecoogan@verizon.net>]
Sent: Friday, August 02, 2013 1:10 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Aimee Coogan
16960 Oakmont Avenue
Gaithersburg, MD 20877

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:08 PM
To: craigrkaplan@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: craig kaplan [<mailto:craigrkaplan@gmail.com>]
Sent: Friday, August 02, 2013 1:17 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

Signed,

craig kaplan
8017 horseshoe lane
potomac, MD 20854

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:07 PM
To: hmckibben@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Helen McKibben [<mailto:hmckibben@gmail.com>]
Sent: Friday, August 02, 2013 1:06 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

Signed,

Helen McKibben
6215 Verne Street
Bethesda, MD 20817

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:07 PM
To: jmathwin@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: John Mathwin [<mailto:jmathwin@hotmail.com>]
Sent: Friday, August 02, 2013 12:54 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

John Mathwin
13515 Crispin Way
Rockville, MD 20853

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:06 PM
To: oldhouse@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Ann Marie Moriarty [<mailto:oldhouse@aol.com>]
Sent: Friday, August 02, 2013 12:07 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:06 PM
To: MichaelBrown172@Gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Michael Brown [<mailto:MichaelBrown172@Gmail.com>]
Sent: Friday, August 02, 2013 12:18 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Michael Brown
12120 Flag Harbor Drive
Germantown, MD 20874

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:06 PM
To: kblizzard11@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Katie Blizzard [<mailto:kblizzard11@gmail.com>]
Sent: Friday, August 02, 2013 12:41 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,
Katie Blizzard

Katie Blizzard
7103 44th Street
Chevy Chase, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:07 PM
To: bbot20008@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: William Boteler [<mailto:bbot20008@yahoo.com>]
Sent: Friday, August 02, 2013 1:02 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:05 PM
To: sudheerpshukla@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Sudheer Shukla [<mailto:sudheerpshukla@yahoo.com>]
Sent: Friday, August 02, 2013 11:35 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Sudheer Shukla

Sudheer Shukla
14429 Twig Road
Silver Spring, MD 20905

Dinne, John J NAB

From: Ike Leggett [ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:05 PM
To: tchubers@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Thomas Hubers [<mailto:tchubers@comcast.net>]
Sent: Friday, August 02, 2013 11:50 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

Thomas Hubers
9301-B Wescott Pl
Rockville, MD 20850

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:04 PM
To: bvd9701@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Barbara Dunkley [<mailto:bvd9701@gmail.com>]
Sent: Friday, August 02, 2013 11:05 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Barbara Dunkley
5804 Namakagan Road
Bethesda, MD 20816

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:04 PM
To: kendra_music@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Kendra Holt [mailto:kendra_music@hotmail.com]
Sent: Friday, August 02, 2013 11:11 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:05 PM
To: sbvaliga@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Susan Valiga [<mailto:sbvaliga@aol.com>]
Sent: Friday, August 02, 2013 11:14 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Susan Valiga
1616 Marshall Ave
Rockville, MD 20851

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:04 PM
To: cookstevend@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Steven Cook [<mailto:cookstevend@gmail.com>]
Sent: Friday, August 02, 2013 10:55 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:03 PM
To: bhardip@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Hardip Bakshi [<mailto:bhardip@hotmail.com>]
Sent: Friday, August 02, 2013 10:51 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Hardip Bakshi
720 Gormley Dr
Rockville, MD 20850

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:05 PM
To: ralph@bfmarch.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Ralph Bennett [<mailto:ralph@bfmarch.com>]
Sent: Friday, August 02, 2013 11:25 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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There are many reasons to oppose this project, including its impact on wetlands. Resources are limited - we need to develop alternatives to the

car, not accommodation for more of them.

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

Ralph Bennett
115 Southwood Avenue
Silver Spring 20901

Ralph Bennett
115 Southwood Ave
Silver Spring, MD 20901

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:03 PM
To: rmrabin@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Richard Rabin [<mailto:rmrabin@comcast.net>]
Sent: Friday, August 02, 2013 10:49 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

Signed,

Richard Rabin
6659 Fairfax Road
Chevy Chase, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:04 PM
To: NatashaH28@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Natasha Hill [<mailto:NatashaH28@gmail.com>]
Sent: Friday, August 02, 2013 10:55 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:03 PM
To: bannerz@starpower.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Alice Meyer [<mailto:bannerz@starpower.net>]
Sent: Friday, August 02, 2013 10:51 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Alice Meyer
8907 Ellsworth Court
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:03 PM
To: Jdepoy@mac.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Jerry DePoyster [<mailto:Jdepoy@mac.com>]
Sent: Friday, August 02, 2013 10:47 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

Signed,

Jerry DePoyster
11111 sceptre ridge terrace
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:02 PM
To: rnsalgado@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Ruwan Salgado [<mailto:rnsalgado@comcast.net>]
Sent: Friday, August 02, 2013 10:44 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Ruwan Salgado
5800 Inman Park Circle, #400
North Bethesda, MD 20852

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:03 PM
To: Jdepoy@mac.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Jerry DePoyster [<mailto:Jdepoy@mac.com>]
Sent: Friday, August 02, 2013 10:49 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Jerry DePoyster
11111 sceptre ridge terrace
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:02 PM
To: rapp.jason@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Jason Rapp [<mailto:rapp.jason@gmail.com>]
Sent: Friday, August 02, 2013 10:15 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Jason Rapp
1635 Belvedere Blvd
Silver Spring, MD 20902

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:02 PM
To: ErikMcW@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Erik McWilliams [<mailto:ErikMcW@comcast.net>]
Sent: Friday, August 02, 2013 10:28 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Erik McWilliams
13216 Ridge Drive
Rockville, MD 20850

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:02 PM
To: ErikMcW@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Erik McWilliams
13216 Ridge Drive
Rockville, MD 20850

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:02 PM
To: mayagorina@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: maya gorina [<mailto:maya.gorina@gmail.com>]
Sent: Friday, August 02, 2013 9:56 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

maya gorina
connecticut
kensington, MD 20895

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:02 PM
To: jeanmathews@juno.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Jean Mathews [<mailto:jeanmathews@juno.com>]
Sent: Friday, August 02, 2013 10:04 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Jean Mathews
11301 neelsville church rd
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:01 PM
To: DLSCHOEN@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: david schoenbaum [<mailto:DLSCHOEN@aol.com>]
Sent: Friday, August 02, 2013 9:52 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

david schoenbaum
6050 California Circle, #403
Rockville, MD 20852

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:00 PM
To: ungerrr@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Rachel Unger [<mailto:ungerrr@gmail.com>]
Sent: Friday, August 02, 2013 9:51 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Rachel Unger
24300 Peach Tree Road
Clarksburg, MD 20871

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:00 PM
To: littlereview@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Michelle Erica Green [<mailto:littlereview@gmail.com>]
Sent: Friday, August 02, 2013 9:48 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Michelle Erica Green
8114 Inverness Ridge Road
Potomac, MD 20854

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:59 PM
To: adchome@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Anne Russell [<mailto:adchome@aol.com>]
Sent: Friday, August 02, 2013 9:39 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Anne Russell
3310 Tidewater Court
Olney, MD 20832

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:00 PM
To: rafrost4@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Rita Frost [<mailto:rafrost4@gmail.com>]
Sent: Friday, August 02, 2013 9:42 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Rita Frost
3805 Archer Pl
Kensington, MD 20895

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:00 PM
To: marypanders@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: mary anders [<mailto:marypanders@gmail.com>]
Sent: Friday, August 02, 2013 9:48 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

mary anders
4 Guy Court
Rockville, MD 20850

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:59 PM
To: abrombo@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Alan Bromborsky [<mailto:abrombo@verizon.net>]
Sent: Friday, August 02, 2013 9:37 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Alan Bromborsky
12435 Kemp Mill Road
Silver Spring, MD 20902

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:58 PM
To: joymarkowitz@rcn.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

From: Joy Markowitz [<mailto:joymarkowitz@rcn.com>]
Sent: Friday, August 02, 2013 9:25 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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Signed,

Joy Markowitz
7415 Cedar Ave
Takoma Park, MD 20912

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:59 PM
To: jmm397@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: James Morlath [<mailto:jmm397@gmail.com>]
Sent: Friday, August 02, 2013 9:31 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

James Morlath
8715 first ave
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:59 PM
To: michaeldrayne@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Michael Drayne [<mailto:michaeldrayne@gmail.com>]
Sent: Friday, August 02, 2013 9:34 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Michael Drayne
2019 Luzerne Ave
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:59 PM
To: michaeldrayne@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Michael Drayne [<mailto:michaeldrayne@gmail.com>]
Sent: Friday, August 02, 2013 9:34 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Michael Drayne
2019 Luzerne Ave
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:58 PM
To: cimino.andrea.m@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Andrea Cimino [<mailto:cimino.andrea.m@gmail.com>]
Sent: Friday, August 02, 2013 9:24 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:58 PM
To: karives@mindspring.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Karin Rives [<mailto:karives@mindspring.com>]
Sent: Friday, August 02, 2013 9:31 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Karin Rives
16 Darwin Ave.
Takoma Park, MD 20912

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:58 PM
To: FierceCelt@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: REV M VINCENT TURNER [<mailto:FierceCelt@gmail.com>]
Sent: Friday, August 02, 2013 9:23 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:57 PM
To: nik.sushka@mcyd.org
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Nik Sushka [<mailto:nik.sushka@mcyd.org>]
Sent: Friday, August 02, 2013 9:21 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Nik Sushka
9510 Hale St
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:57 PM
To: lauriemazur@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Laurie Mazur [<mailto:lauriemazur@verizon.net>]
Sent: Friday, August 02, 2013 9:15 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Laurie Mazur
6905 Woodland Ave
Takoma Park, MD 20912

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:56 PM
To: dtcherry@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: David Cherry [<mailto:dtcherry@aol.com>]
Sent: Friday, August 02, 2013 9:15 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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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: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:56 PM
To: peterfields@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Peter Fields [<mailto:peterfields@yahoo.com>]
Sent: Friday, August 02, 2013 8:55 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Peter Fields
15612 Marathon Cir
Gaithersburg, MD 20878

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:56 PM
To: r.n.goldberg@att.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Robert Goldberg [<mailto:r.n.goldberg@att.net>]
Sent: Friday, August 02, 2013 9:02 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

Signed,

Robert Goldberg
21404 Davis Mill Road
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:55 PM
To: hfarrior@starpower.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Hope Farrior [<mailto:hfarrior@starpower.net>]
Sent: Friday, August 02, 2013 8:04 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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.

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

Signed,

Hope Farrior
9223 Adelaide Drive
Bethesda, MD 20817

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:55 PM
To: bianca.benincasa@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Bianca Benincasa [<mailto:bianca.benincasa@gmail.com>]
Sent: Friday, August 02, 2013 8:49 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Bianca Benincasa
8314 N Brook Ln
Bethesda, MD 20814

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:56 PM
To: travis.ballie@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: K. Travis Ballie [<mailto:travis.ballie@gmail.com>]
Sent: Friday, August 02, 2013 8:49 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:55 PM
To: travis.ballie@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: K. Travis Ballie [<mailto:travis.ballie@gmail.com>]
Sent: Friday, August 02, 2013 8:49 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:54 PM
To: kthcar1@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Kathy Carey [<mailto:kthcar1@aol.com>]
Sent: Friday, August 02, 2013 4:48 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Kathy Carey
6692 Hillandale Rd
Chevy Chase, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:54 PM
To: kthcar1@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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County Executive

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Signed,

Kathy Carey
6692 Hillendale Rd
Chevy Chase, MD 20815

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:54 PM
To: andrewireland@mac.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Andrew Ireland [<mailto:andrewireland@mac.com>]
Sent: Friday, August 02, 2013 2:23 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Andrew Ireland
7525 Hampden Ln
Bethesda, MD 20814

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:55 PM
To: Joshjosh117@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Josh Goldman [<mailto:Joshjosh117@gmail.com>]
Sent: Friday, August 02, 2013 7:34 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Josh Goldman
15711 Hughes Road
Poolesville, MD 20837

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:54 PM
To: fenwickanderson@starpower.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

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County Executive

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

From: Fenwick Anderson [<mailto:fenwickanderson@starpower.net>]
Sent: Friday, August 02, 2013 1:39 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Fenwick Anderson
8319 Roanoke Ave.
Takoma Park, MD 20912

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:53 PM
To: clmaddalena@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Cinzia Maddalena [<mailto:clmaddalena@comcast.net>]
Sent: Thursday, August 01, 2013 11:46 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Cinzia Maddalena
12421 Goldfinch Ct
Potomac, MD 20854

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:53 PM
To: F4307m@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Frank Markus [<mailto:F4307m@aol.com>]
Sent: Thursday, August 01, 2013 11:50 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Frank Markus
10758 wayfarer rd
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:53 PM
To: jmillier2@umd.edu
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: James Miller [<mailto:jmiller2@umd.edu>]
Sent: Friday, August 02, 2013 12:10 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

James Miller
507 Elm Ave
Takoma Park, MD 20912

Dinne, John J NAB

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Malinda Karunaratne [<mailto:mdkarunaratne@gmail.com>]
Sent: Thursday, August 01, 2013 11:00 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Malinda Karunaratne
20518 Sterncroft ct
Montgomery Village, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:54 PM
To: dlanderson39@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Dave & Linda Anderson [<mailto:dlanderson39@gmail.com>]
Sent: Friday, August 02, 2013 12:37 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

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

Dinne, John J NAB

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Clayton Au [<mailto:Cdbadwolf@aol.com>]
Sent: Thursday, August 01, 2013 11:42 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Clayton Au
18301 waringstation rd
Germantown, MD 20874

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:51 PM
To: jimfary@earthlink.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: James Fary [<mailto:jimfary@earthlink.net>]
Sent: Thursday, August 01, 2013 10:51 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

James Fary
2836 Blue Spruce Ln
Silver Spring, MD 20906

Dinne, John J NAB

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Jason Bremner [mailto:Jason_bremner@yahoo.com]
Sent: Thursday, August 01, 2013 10:58 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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Signed,

Jason Bremner
6616 Gude ave
Takoma Park, MD 20912

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:51 PM
To: cwpeace@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Connor Peace [<mailto:cwpeace@gmail.com>]
Sent: Thursday, August 01, 2013 10:15 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Connor Peace
9545 Duffer Way
Montgomery Village, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:50 PM
To: jessepal1@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: jesse paledofsky [<mailto:jessepal1@aol.com>]
Sent: Thursday, August 01, 2013 9:06 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

Signed,

jesse paledofsky
jesse
silver spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:50 PM
To: krisnachuck@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Krisna Becker [<mailto:krisnachuck@gmail.com>]
Sent: Thursday, August 01, 2013 9:09 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Krisna Becker
22511 Schoolfield Ct
Clarksburg, MD 20871

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:50 PM
To: krisnachuck@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

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County Executive

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

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To: Ike Leggett
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Signed,

Krisna Becker
22511 Schoolfield Ct
Clarksburg, MD 20871

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:51 PM
To: sbvaliga@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Susan Valiga [<mailto:sbvaliga@aol.com>]
Sent: Thursday, August 01, 2013 10:01 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Susan Valiga
1616 Marshall Ave
Rockville, MD 20851

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:50 PM
To: lonniejlee@comcast.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Lonnie Lee [<mailto:lonniejlee@comcast.net>]
Sent: Thursday, August 01, 2013 9:53 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Lonnie Lee
1304 Cresthaven Dr.
Silver spring, MD 20903

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:50 PM
To: mjlangelan@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: M. Langelan [<mailto:mjlangelan@gmail.com>]
Sent: Thursday, August 01, 2013 8:28 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:49 PM
To: katiejunghans@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Catherine Junghans [<mailto:katiejunghans@verizon.net>]
Sent: Thursday, August 01, 2013 7:56 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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.

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Signed, Catherine (Katie) Junghans

Catherine Junghans
9605 Main Street
Damascus, MD 20872

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:49 PM
To: countD2588@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Joe Eade [<mailto:countD2588@gmail.com>]
Sent: Thursday, August 01, 2013 8:14 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Joe Eade
4412 hallet st
rockville, MD 20853

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:49 PM
To: Explorergirl981@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Melanie Biscoe [<mailto:Explorergirl981@yahoo.com>]
Sent: Thursday, August 01, 2013 6:57 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

Signed,

Melanie Biscoe
1807 brisbane st.
Silver spring, MD 20902

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:47 PM
To: lauerbunch4@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Alan Lauer [<mailto:lauerbunch4@yahoo.com>]
Sent: Thursday, August 01, 2013 6:41 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

Signed,

Alan Lauer
9408 Riley Place
SilverSpring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:47 PM
To: marycarold@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: mary carol dragoo [<mailto:marycarold@verizon.net>]
Sent: Thursday, August 01, 2013 6:23 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:48 PM
To: marhward@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Mary Ward [<mailto:marhward@hotmail.com>]
Sent: Thursday, August 01, 2013 6:57 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:47 PM
To: morteki666@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: DAN GARLITZ [<mailto:morteki666@gmail.com>]
Sent: Thursday, August 01, 2013 6:21 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

Signed,

DAN GARLITZ
9888 HELLINGLY PLACE
MONTGOMERY VILLAGE, MD 20886

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:46 PM
To: dpicken44@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Dena Picken [<mailto:dpicken44@verizon.net>]
Sent: Thursday, August 01, 2013 6:13 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

Signed,

Dena Picken
Northwood Ave
Silver Spring, MD 20901

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:40 PM
To: ed@demers1.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Edward Demers [<mailto:ed@demers1.com>]
Sent: Thursday, August 01, 2013 5:41 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

Signed,

Edward Demers
5632 Bent Branch Road
Bethesda, MD 20816

Dinne, John J NAB

From: Ike Leggett [ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:40 PM
To: maria.t.barker@gmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Maria Barker [<mailto:maria.t.barker@gmail.com>]
Sent: Thursday, August 01, 2013 6:02 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

Signed,

Maria Barker
613 Ray Drive
Silver Spring, MD 20910

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:39 PM
To: dca1789@yahoo.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: Don Allen [<mailto:dca1789@yahoo.com>]
Sent: Thursday, August 01, 2013 5:14 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

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

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:40 PM
To: schoapm@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Margaret Schoap [<mailto:schoapm@aol.com>]
Sent: Thursday, August 01, 2013 5:32 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Margaret Schoap
11425 Neelsville Church Rd
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 4:39 PM
To: andrew_brown@brown.edu
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Andrew Brown [mailto:andrew_brown@brown.edu]
Sent: Thursday, August 01, 2013 4:44 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Andrew Brown
8513 Second Ave
Silver Spring, MD 20910

Dinne, John J NAB

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

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Laura Markus [<mailto:soldbylaura@aol.com>]
Sent: Tuesday, August 06, 2013 10:21 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

Good Day,

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

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 Markus
1758 Wayfarer Road
Germantown, Md. 20876

Laura Markus
10758 Wayfarer Road
Germantown, MD 20876

Dinne, John J NAB

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

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Malcolm Munro [<mailto:coachmunro@gmail.com>]
Sent: Tuesday, August 06, 2013 10:36 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the

construction process to build those bridges -- including temporary access roads to bring in 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,
Malcolm O. Munro

Malcolm Munro
10713 Autumn Leaf Place
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:32 PM
To: kpljr@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Kenneth Landon [<mailto:kpljr@verizon.net>]
Sent: Tuesday, August 06, 2013 9:06 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,
Kenneth Landon

Kenneth Landon
10000 Raynor Road
Silver Spring, MD 20901

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:32 PM
To: kearns67@verizon.net
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Denise Kearns [<mailto:kearns67@verizon.net>]
Sent: Tuesday, August 06, 2013 8:48 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

I strongly urge you to reject the permit application for M83, the Mid-county Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County that also consider the fiscal responsibility to the county. The County Council recently debated whether M-83, Alternative 9, was the best choice. Rob Robinson, Gaithersburg's city long-range planner, recently stated in The Gazette, that the costs of M-83 Alternative 9, outweigh the benefits.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. It is clear that the

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

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

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 (about \$41 million), has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,
Denise Kearns

Denise Kearns
Yellow Leaf Terrace
Germantown, MD 20876

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:31 PM
To: srwm06@aol.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Rosemary Ward Mack [<mailto:srwm06@aol.com>]
Sent: Tuesday, August 06, 2013 7:55 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

Please!!!!

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

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

filtration and other ecosystem functions.

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

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

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

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

Signed,
Rosemary Ward Mack

Rosemary Ward Mack
19944 Choctaw Court
Germantown, MD 20876

Dinne, John J NAB

From: Mary [marypanders@gmail.com]
Sent: Monday, August 12, 2013 5:32 PM
To: Ike Leggett
Cc: Dinne, John J NAB; <sean.mckewen@maryland.gov>
Subject: [EXTERNAL] Re: Reject M83 (Midcounty Highway Extended)

Thank you and we are counting on you to do the right thing by rejecting M83!
Please don't let us down, we implore you!
Mary Anders

Sent from my iPhone

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

> Thank you for your feedback on the Midcounty Corridor Study (MCS).
> Public participation is a vital part of the transportation planning
> process.
>
> By copy of this email, your comments are being forwarded to the U.S.
> Army Corps of Engineers (USACE) and Maryland Department of the
> Environment (MDE) to be included in the official joint public hearing
> record.
>
> Montgomery County Department of Transportation (MCDOT) is committed to
> public involvement and will continue to engage you and your community as
> the study progresses. Should have any specific questions, please feel
> free to contact Mr. Greg Hwang, Project Manager, for the Midcounty
> Corridor Study (MCS) at greg.hwang@montgomerycountymd.gov.
>
> Sincerely,
>
> Isiah Leggett
> County Executive

> -----Original Message-----

> From: mary anders [<mailto:marypanders@gmail.com>]
> Sent: Friday, August 02, 2013 9:48 AM
> To: Ike Leggett
> Subject: Reject M83 (Midcounty Highway Extended)

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

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

> stream valleys. Montgomery County Department of Transportation (MCDOT)
> says only 0.9 acres of wetlands would be impacted because they are
> proposing to build bridges over these areas. Yet it's clear that the
> construction process to build those bridges -- including temporary
> access roads to bring in bull dozers and heavy equipment -- will
> necessitate filling in wetland areas and compacting soil that is key to
> filtration and other ecosystem functions.
>
> Longer term, new impermeable surfaces directly over the wetlands will
> drive more polluted stormwater runoff into these important natural
> resources, which are already threatened by potential increases in
> impervious surfaces from nearby developments like Ten Mile Creek.
>
> In addition to wetland impacts, there are several key environmental and
> community issues to consider. Alternatives 4, 8, and 9 of M83 would
> cause the destruction of up to 67 acres of forests, 48 acres of park
> land, and 31 acres of prime farmland. It would attract more traffic,
> causing more air pollution and carbon emissions. Finally, it would
> divide existing communities and bring associated health and noise
> impacts.
>
> The only acceptable alternative proposed is Alternative 2, which
> proposes upgrades to MD355. It costs the least, has the least impacts,
> and enables the development of high quality Rapid Transit connecting
> Clarksburg to Gaithersburg and points south. The County's own traffic
> analysis admits none of the more costly alternatives perform any better
> than utilizing our existing roadways. For the same cost of M83,
> estimated at up to \$700 million, we could improve existing roadways
> while implementing the Rapid Transit System to connect Clarksburg to the
> rest of the County. While MCDOT's report says that Rapid Transit is too
> early in the process to consider, I believe it would be a mistake to not
> evaluate a real transit alternative to this highway which will severely
> impact our natural resources and neighborhoods.
>
> There are many reasons to oppose this project, including its impact on
> wetlands. Please consider the full impact of construction, stormwater
> runoff, and the secondary impacts of nearby development, and reject the
> permit for this project that would enable the destruction and
> degradation of our wetlands and water resources.
>
> Signed,
>
> mary anders
> 4 Guy Court
> Rockville, MD 20850

Dinne, John J NAB

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

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

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

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

Sincerely,

Isiah Leggett
County Executive

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

From: Joshua Schuman [<mailto:Joshuaschuman@gmail.com>]
Sent: Tuesday, August 06, 2013 1:30 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

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

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

Signed,

Joshua Schuman
1707 logmill ln
Gaithersburg, MD 20879

Dinne, John J NAB

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

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Donna Brothers [<mailto:donnabrothers@comcast.net>]
Sent: Tuesday, August 06, 2013 1:13 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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

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

Signed,

Donna Brothers
1701 Logmill Lane
Gaithersburg, MD 20879

Dinne, John J NAB

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

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

From: Doug Reed [mailto:douglas_reed@hotmail.com]
Sent: Tuesday, August 06, 2013 4:23 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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

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Signed,

Doug and Carolyn Reed

Doug Reed
1602 tanyard hill road
gaithersburg, md, MD 20879

Dinne, John J NAB

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Monday, August 12, 2013 5:30 PM
To: shifeng6198432@hotmail.com
Cc: Dinne, John J NAB; sean.mckewen@maryland.gov
Subject: [EXTERNAL] RE: Reject M83 (Midcounty Highway Extended)

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Sincerely,

Isiah Leggett
County Executive

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

From: feng shi [<mailto:shifeng6198432@hotmail.com>]
Sent: Tuesday, August 06, 2013 11:26 AM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

feng shi
221 high timber ct
gaithersburg, MD 20879

Dinne, John J NAB

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

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Sincerely,

Isiah Leggett
County Executive

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

From: Miti Figueredo [<mailto:miti.tim@verizon.net>]
Sent: Monday, August 05, 2013 9:06 PM
To: Ike Leggett
Subject: Reject M83 (Midcounty Highway Extended)

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

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Signed,

Miti Figueredo
5 Hilltop Rd
Silver Spring, MD 20910