

**Dakshi Pillai**

dakshipillai@yahoo.com

[Hide details](#)

To:



Date: August 9, 2013, 10:46 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Dakshi Pillai  
Grassy Knoll Terrace  
Germantown, MD 20876

Silvia Pillay

to me

Aug 21 [Details](#)

Dear Mr. McKewen,

Please do not continue with permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental effects.

My parents live in Montgomery village and their townhouse back into the streams and forest. There are lots of animals that have made it their home there. Lots of deer, rabbits, foxes, blue herons, beavers, ground hogs, and turtles, both big and small. It is also home to a variety of species of birds and humming birds. These lands will be greatly impacted with the new construction. Further the wetlands and the partial forest brings an appeal to montgomery village residents and future residents.

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.

Please consider the full impact of construction, stormwater runoff, and the secondary 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,

Silvia Pillay

83 Pontiac way

Gaithersburg, MD 20878



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

---

## M-83

---

Robert Portanova <novaport88@yahoo.com> Tue, Jul 9, 2013 at 12:23 PM  
Reply-To: Robert Portanova <novaport88@yahoo.com>  
To: "sean.mckewen@maryland.gov" <sean.mckewen@maryland.gov>

Mr McKewen -

I left you a voice mail message yesterday and need a reply asap.

Secondly, I would like to ask if you have recently walked the proposed route for the M-83 options 8 & 9. This proposal is nothing short of criminal. The environmental impact this highway will pose will be astronomical. The wetland preserve that this highway would run thru is a delicate, expansive ecosystem and a critical wildlife habitat, home to racoons, fox, ground hogs, deer, a huge variety of birds, a frog sancutary, fish and the life source, the creek.

Mr Johnson and his associates at DOT have waged a public relations lie and claim this 4-lane highway would only impact 0.9 miles of wetland. The road is proposaed to run the length of the preserve which is roughly a half mile long by 200 yards wide. The lives this road would impact would be astronimical. There are clusters of housing complexes on either side of the proposed highway at the section near mid-county highway. There is a huge old growth forest after the wetland preserve extending all the way up thru Germantown.

This proposal is nothing short of criminal and I am asking you to walk a portion of the route with me as has several County Council members.

These (2) options, 8 & 9 need to be removed from the list and once you walk with me you will agree.

Please contact me asap to arrange to meet at my house which backs up to the wetland preserve.

Bob Portanova  
301-990-4881



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

## Re: M-83 August 7 Public Meeting

Robert Portanova <novaport88@yahoo.com> Tue, Jul 30, 2013 at 9:50 PM  
 Reply-To: Robert Portanova <novaport88@yahoo.com>  
 To: "Christmon, Dean" <Dean.Christmon@montgomerycountymd.gov>  
 Cc: "tamecoalition@gmail.com" <tamecoalition@gmail.com>, "bgarthright@comcast.net" <bgarthright@comcast.net>, "epfister@comcast.net" <epfister@comcast.net>, "coachjackmv@gmail.com" <coachjackmv@gmail.com>, "Councilmember.Riemer'sOffice@montgomerycountymd.gov" <Councilmember.Riemer'sOffice@montgomerycountymd.gov>, "rudnick.barbara@epa.gov" <rudnick.barbara@epa.gov>, "sean.mckewen@maryland.gov" <sean.mckewen@maryland.gov>, "dominic.x.gonzalez@gmail.com" <dominic.x.gonzalez@gmail.com>, "Rob.Gibbs@montgomeryparks.org" <Rob.Gibbs@montgomeryparks.org>, "dcwheelin@yahoo.com" <dcwheelin@yahoo.com>, "ruta1346@yahoo.com" <ruta1346@yahoo.com>, "wmcp1@verizon.net" <wmcp1@verizon.net>, "rwi3206724@aol.com" <rwi3206724@aol.com>, "asmith@itecksolutions.com" <asmith@itecksolutions.com>

Mr Christmon -

We are anticipating over 500 residents to attend the Public Hearing - this is a critical environmental and human story recently covered by 7 On your Side. The lies and deceit comming from DOT are laughable - like their assertion that a 4-lane 6 mile long highway thru dense forest and wetlands will only have a 9 tenths of an acre impact on the wetlands and only 77 acres of forest impact - the constrction to get 160,000 pound excavators 50,000 lb bull dozers, 80,000 lb dump trucks down to the site will do irreversible damage to the environment. Temporary roads will be required to be built so that equipment won't sink in the wetlands - these roads will be of large blue stone to a depth of 3-4 feet. The earth moving magnitude WILL CREATE A MOONSCAPE WHERE THERE ONCE WERE WETLANDS AND DENSE FOREST ALL DELICATELY LINKED TO THE SENECA WATERWAY SYSTEM.

In short, this highway will result in an environmental holocaust of unthinkable proportions.

Oh, and it will run to within 40 yards of an Elementary School - and of course DOT MAPS DON'T SHOW THIS LEVEL OF DETAIL - how convenient.

It's too bad Councilman Riemer can't make it.

Bob Portanova

---

From: "Christmon, Dean" <[Dean.Christmon@montgomerycountymd.gov](mailto:Dean.Christmon@montgomerycountymd.gov)>  
To: Robert Portanova <[novaport88@yahoo.com](mailto:novaport88@yahoo.com)>  
Sent: Tuesday, July 30, 2013 3:06 PM  
Subject: RE: M-83 August 7 Public Meeting

Hello,

Councilmember Riemer thanks you for the invitation and would be happy to join you were he able to do so. This serves as his regretfully negative RSVP. If there are any questions for me, please do not hesitate to contact me. Also, please keep us in mind for future events. Thank you!

---

Dean E. Christmon  
Policy Analyst & Administrative Aide  
Office of Councilmember Hans Riemer  
[Click for Office Address / 240-777-7964](#)  
<http://bitly.com/HansRiemer> | [Sign-up for Email List!!](#)

---

From: Robert Portanova [<mailto:novaport88@yahoo.com>]  
Sent: Wednesday, July 24, 2013 7:58 PM  
To: Riemer's Office, Councilmember; Berliner's Office, Councilmember; Floreen's Office, Councilmember; Leventhal's Office, Councilmember; Rice's Office, Councilmember  
Subject: M-83 August 7 Public Meeting

To all -

Expect a very large public turnout for the August 7 Public Hearing re M-83 at Seneca Valley High School (Germantown). For those of you who don't know, it is scheduled for August 7 @ 6:30 (the map session is at 4:30).

Thank you.

Bob Portanova  
Montgomery Village  
301-990-4881



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

## M-83 Project

Robert Portanova <novaport88@yahoo.com> Fri, Jul 26, 2013 at 10:39 PM  
Reply-To: Robert Portanova <novaport88@yahoo.com>  
To: "sean.mckewen@maryland.gov" <sean.mckewen@maryland.gov>  
Cc: "john.j.dinne@usace.army.mil" <john.j.dinne@usace.army.mil>

Sean -

This project needs to be stopped immediately.

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

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

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

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

Bob Portanova  
Montgomery Village  
301-990-4881

19071 / 48-14

Siok, Pat

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

Mr Leggett -

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

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

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

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

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

Thank you.

Bob Portanova  
Montgomery Village Resident

---

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

Dear Mr. Portanova:

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

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

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

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

Bob Portanova  
Montgomery Village Resident  
301-990-4881

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

Sent: Saturday, August 03, 2013 2:03 PM

To: Ike Leggett

Subject: M-83 Public Hearing

Mr Leggett -

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

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

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

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

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

Thank you.

Bob Portanova

Montgomery Village Resident

**Robert Portanova**

to john.j.dinne@usace.army.mil, me, tamecoalition@gmail.com, +10

Aug 8 [Details](#)

Mr Dinne -

I wish I had more time to defend my position of opposing M-83, but I wasn't able to do that last night.

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

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

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

Thank you.

Bob Portanova

Stedwick

Robert Portanova <novaport88@yahoo.com>

Aug 2

to rudnick.barbara, epfister, tamecoalition, tws, rwi3206724, ruta134

Ms Rudnick -

I'm not the best communicator - I'll let the attached pictures talk for me.

This is where Mr Johnston and Mr Wettlaufer want to build a highway. This is what most of the 5.7 mile proposed route (option 8 & 9) looks like.

You are with the Environmental Protection Agency - you need to protect the Environment, right ?

Please stand up for nature - it needs your voice.

Bob Portanova  
Montgomery Village

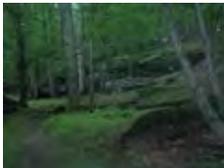
3 attachments — [Download all attachments](#) [View all images](#)



7-10 021.jpg  
2363K [View](#) [Download](#)



7-10 005.jpg  
2432K [View](#) [Download](#)



7-10 014.jpg  
2450K [View](#) [Download](#)



Robert Portanova <novaport88@yahoo.com>

Aug 2

to rudnick.barbara, epfister, tamecoalition, tws, rwi3206724, ruta134

more pics of the proposed M-83 route. This is alternative 9, sheet 5, from Game Preserve Rd to Middlebrook Rd.

---

From: Robert Portanova <novaport88@yahoo.com>  
To: "[rudnick.barbara@epa.gov](mailto:rudnick.barbara@epa.gov)" <[rudnick.barbara@epa.gov](mailto:rudnick.barbara@epa.gov)>  
Cc: "[epfister@comcast.net](mailto:epfister@comcast.net)" <[epfister@comcast.net](mailto:epfister@comcast.net)>; "[tamecoalition@gmail.com](mailto:tamecoalition@gmail.com)" <[tamecoalition@gmail.com](mailto:tamecoalition@gmail.com)>; "[tws@wildlife.org](mailto:tws@wildlife.org)" <[tws@wildlife.org](mailto:tws@wildlife.org)>; "[rwi3206724@aol.com](mailto:rwi3206724@aol.com)" <[rwi3206724@aol.com](mailto:rwi3206724@aol.com)>; "[ruta1346@yahoo.com](mailto:ruta1346@yahoo.com)" <[ruta1346@yahoo.com](mailto:ruta1346@yahoo.com)>; "[lapp.jeffrey@epa.gov](mailto:lapp.jeffrey@epa.gov)" <[lapp.jeffrey@epa.gov](mailto:lapp.jeffrey@epa.gov)>

"[trice.jessica@epa.gov](mailto:trice.jessica@epa.gov)" <[trice.jessica@epa.gov](mailto:trice.jessica@epa.gov)>; "[cantileb@gmail.com](mailto:cantileb@gmail.com)" <[cantileb@gmail.com](mailto:cantileb@gmail.com)>; "[wmcp1@verizon.net](mailto:wmcp1@verizon.net)" <[wmcp1@verizon.net](mailto:wmcp1@verizon.net)>; "[Rob.Gibbs@montgomeryparks.org](mailto:Rob.Gibbs@montgomeryparks.org)" <[Rob.Gibbs@montgomeryparks.org](mailto:Rob.Gibbs@montgomeryparks.org)>; "[mkmallonee@wjla.com](mailto:mkmallonee@wjla.com)" <[mkmallonee@wjla.com](mailto:mkmallonee@wjla.com)>; "[coachjackmv@gmail.com](mailto:coachjackmv@gmail.com)" <[coachjackmv@gmail.com](mailto:coachjackmv@gmail.com)>; "[jthompson@mde.state.md.us](mailto:jthompson@mde.state.md.us)" <[jthompson@mde.state.md.us](mailto:jthompson@mde.state.md.us)>; "[john.j.dinne@usace.army.mil](mailto:john.j.dinne@usace.army.mil)" <[john.j.dinne@usace.army.mil](mailto:john.j.dinne@usace.army.mil)>; "[sean.mckewen@maryland.gov](mailto:sean.mckewen@maryland.gov)" <[sean.mckewen@maryland.gov](mailto:sean.mckewen@maryland.gov)>

Sent: Friday, August 2, 2013 12:53 AM

Subject: Nature at it's Best - STOP M-83 HIGHWAY



3 attachments — [Download all attachments](#) [View all images](#)



7-10 014.jpg  
2450K [View](#) [Download](#)



7-10 017.jpg  
2777K [View](#) [Download](#)



7-10 001.jpg  
1468K [View](#) [Download](#)



Robert Portanova <[novaport88@yahoo.com](mailto:novaport88@yahoo.com)>

Aug 3



to rudnick.barbara, epfister, tamecoalition, tws, rwi3206724, ruta134  
 these pics are a sampling of Alternative 9, sheet 6 - Watkins Mill Rd to Game Preserve Rd.

---

From: Robert Portanova <novaport88@yahoo.com>  
 To: "rudnick.barbara@epa.gov" <rudnick.barbara@epa.gov>  
 Cc: "epfister@comcast.net" <epfister@comcast.net>; "tamecoalition@gmail.com" <tamecoalition@gmail.com>; "tws@wildlife.org" <tws@wildlife.org>; "rwi3206724@aol.com" <rwi3206724@aol.com>; "ruta1346@yahoo.com" <ruta1346@yahoo.com>; "lapp.jeffrey@epa.gov" <lapp.jeffrey@epa.gov>; "trice.jessica@epa.gov" <trice.jessica@epa.gov>; "cantileb@gmail.com" <cantileb@gmail.com>; "wmcp1@verizon.net" <wmcp1@verizon.net>; "Rob.Gibbs@montgomeryparks.org" <Rob.Gibbs@montgomeryparks.org>; "mkmallonee@wjla.com" <mkmallonee@wjla.com>; "coachjackmv@gmail.com" <coachjackmv@gmail.com>; "jthompson@mde.state.md.us" <jthompson@mde.state.md.us>; "john.j.dinne@usace.army.mil" <john.j.dinne@usace.army.mil>; "sean.mckewen@maryland.gov" <sean.mckewen@maryland.gov>

Sent: Friday, August 2, 2013 11:18 PM

Subject: Re: Nature at it's Best - STOP M-83 HIGHWAY

---

3 attachments — [Download all attachments](#) [View all images](#)



4-6 012.jpg  
 2293K [View](#) [Download](#)



4-6 013.jpg  
 2243K [View](#) [Download](#)



4-6 005.jpg  
 3087K [View](#) [Download](#)



Robert Portanova <novaport88@yahoo.com>

Aug 3

to rudnick.barbara, epfister, tamecoalition, tws, rwi3206724, ruta134

The attached pics are represented in Alternative 9, sheet 6 - matchline to Watkins Mill rd.

---

From: Robert Portanova <[novaport88@yahoo.com](mailto:novaport88@yahoo.com)>  
To: "rudnick.barbara@epa.gov" <[rudnick.barbara@epa.gov](mailto:rudnick.barbara@epa.gov)>  
Cc: "epfister@comcast.net" <[epfister@comcast.net](mailto:epfister@comcast.net)>; "tamecoalition@gmail.com" <[tamecoalition@gmail.com](mailto:tamecoalition@gmail.com)>; "tws@wildlife.org" <[tws@wildlife.org](mailto:tws@wildlife.org)>; "rwi3206724@aol.com" <[rwi3206724@aol.com](mailto:rwi3206724@aol.com)>; "ruta1346@yahoo.com" <[ruta1346@yahoo.com](mailto:ruta1346@yahoo.com)>; "lapp.jeffrey@epa.gov" <[lapp.jeffrey@epa.gov](mailto:lapp.jeffrey@epa.gov)>; "trice.jessica@epa.gov" <[trice.jessica@epa.gov](mailto:trice.jessica@epa.gov)>; "cantileb@gmail.com" <[cantileb@gmail.com](mailto:cantileb@gmail.com)>; "wmcp1@verizon.net" <[wmcp1@verizon.net](mailto:wmcp1@verizon.net)>; "Rob.Gibbs@montgomeryparks.org" <[Rob.Gibbs@montgomeryparks.org](mailto:Rob.Gibbs@montgomeryparks.org)>; "mkmallonee@wjla.com" <[mkmallonee@wjla.com](mailto:mkmallonee@wjla.com)>; "coachjackmv@gmail.com" <[coachjackmv@gmail.com](mailto:coachjackmv@gmail.com)>; "jthompson@mde.state.md.us" <[jthompson@mde.state.md.us](mailto:jthompson@mde.state.md.us)>; "john.j.dinne@usace.army.mil" <[john.j.dinne@usace.army.mil](mailto:john.j.dinne@usace.army.mil)>; "sean.mckewen@maryland.gov" <[sean.mckewen@maryland.gov](mailto:sean.mckewen@maryland.gov)>

Sent: Friday, August 2, 2013 11:18 PM

Subject: Re: Nature at it's Best - STOP M-83 HIGHWAY



---

3 attachments — [Download all attachments](#) [View all images](#)



7-10 034.jpg  
1674K [View](#) [Download](#)



7-10 033.jpg  
2819K [View](#) [Download](#)



7-10 035.jpg  
2529K [View](#) [Download](#)

j.w.powell

j.w.powell@verizon.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 20, 2013, 11:45 AM

Dear Sirs,

We in the Montgomery Village and Goshen communities appreciate your listening to us concerning the severe impact Alternative 4 Modified would have on our community. Many in our community expressed our concerns at the large public meetings held by MC DOT last September and recently on August 7. We wish to reiterate the severe impact this road would have on our community in this written message.

I live in the North Village section of Montgomery Village, which abuts Wightman Rd and Snouffer's School Rd to our South and Goshen to the East of most of the community. I am Treasurer of our homes corporation. The potential Wightman Rd widening would be catastrophic to our community in many ways. Many of those impacts were described by our residents in the recent August 7 meeting at Seneca Valley High School. I will emphasize a few that particularly affect our community financing and livelihood.

Residents will need to get to Wightman or Snouffer's School Rd and on to their destination via circuitous re-routing through North Village community streets. The proposed massive boulevard highway covered by Alt 4 would be accessed largely via our just one stoplight in our community—at MV Ave, which becomes Pleasant Ridge Drive at the entrance to our community. Those in Picton will need to trace a route through East Village and lights at East Village Avenue and Goshen at Wightman. This will mean much, much more traffic on our local community roads, with higher costs to maintain them PLUS very considerable increases in commuting/travel times, noise, safety to children and other residents and negative impact on home values. In addition, much of our community property along Wightman Rd will be taken by the county and many will lose some private property.

North Village Homes Corporation owns the streets throughout the community

and must pay for all upkeep of them through community assessments. Obviously, increased traffic will take a major toll in \$ for more frequent repair and repaving, much more traffic on our narrow streets, threats to safety of children, noise, pollution, and other headaches. Most of these streets are too narrow to support such traffic and would need to be widened. Please make sure these costs are factored into your analysis of impacts on nearby residents.

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

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

Thank you for registering our concerns.

Jeanne (and Ronald) Powell

20316 Highland Hall Drive

North Village, Montgomery Village

301-926-7568

[j.w.powell@verizon.net](mailto:j.w.powell@verizon.net)



## Woodland Hills Home Owners Association, Inc.

---

c/o Peggy Toland ~ Community Associations, Inc.  
P. O. Box 1130 ~ Germantown, MD 20875  
(301) 258-7711 ~ Facsimile (301) 258-8362  
e-mail [peggy@communityvassn.com](mailto:peggy@communityvassn.com)

August 16, 2013 (*via e-mail*)

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

Dear Mr. Dinne:

It is my understanding that "The Midcounty Corridor Study (MCS) 2013 Draft Environmental Effects Report," released May 2, 2013, excludes evaluation of the environmental consequences of Alternative Nine to the respiratory health of the students, faculty and administrative staff at the Watkins Mill Elementary School. The proposed Midcounty Corridor Extension ("M-83"), in its Alternative Nine, would bring this six-lane highway to the very edge of the school campus.

This is a major omission from the study. The attachment provided herein reviews the health risks associated with proposed M-83's proximity to that school. It was prepared and signed by six health professionals. A copy of this attachment, dated March 4, 2005, was sent at that time to Ms. Jeri Cauthorn, the M-83 study manager for the Montgomery County Department of Public Works and Transportation. A follow-up copy was sent February 13, 2008, to Ms. Cauthorn's successor, Mr. Greg Hwang.

Respiratory problems at the school conceivably could reach a point where the school would have to be closed, with re-location sites extremely unlikely.

Public Transportation additions and Alternative 2 appear to represent options that bring the greatest benefits at affordable fiscal levels and minimal environmental disturbances.

Sincerely,

Leesa Willis  
President, on behalf of the Board of Directors  
Woodland Hills Home Owners Association

cc via e-mail: Sean McKewen, Maryland Department of the Environment  
Rob Robinson, City of Gaithersburg

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

July 30, 2013

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

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

Dear sirs:

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

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

I see two major flaws in the documents:

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

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

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

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

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

### **IMPACTS ON COUNTY STREAM VALLEY PARKLAND**

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

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

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

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

Sincerely,

Gale Quist



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

---

## M-83 Hearing Comments

---

Gale & Barbara Quist <twoquists@verizon.net> Wed, Jul 31, 2013 at 8:12 AM  
Reply-To: Gale & Barbara Quist <twoquists@verizon.net>  
To: "County.Council@Montgomerycountymd.gov"  
<County.Council@montgomerycountymd.gov>, "mcp-chair@mncppc-mc.org" <mcp-  
chair@mncppc-mc.org>, "John.j.dinne@usace.army.mil"  
<John.j.dinne@usace.army.mil>, "sean.mckewen@maryland.gov"  
<sean.mckewen@maryland.gov>  
Cc: "tamecoalition@gmail.com" <tamecoalition@gmail.com>

Dear sirs:

Attached please find my comments on the subject report. I will be out of the country and unable to attend the public hearing.

Thank you.

Gale Quist  
[twoquists@verizon.net](mailto:twoquists@verizon.net)



M-83 hearing letter.pdf  
61K

Richard Rabin

rmrabin@comcast.net

[Hide details](#)

To:



Date: August 2, 2013, 10:49 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Richard Rabin  
6659 Fairfax Road  
Chevy Chase, MD 20815

Soheyla Rafizadeh

srafizadeh@yahoo.com

[Hide details](#)

To:



Date: August 9, 2013, 1:21 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Soheyla Rafizadeh  
11003 Grassy Knoll Ter  
Germantown, MD 20876

Jason Rapp

rapp.jason@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 10:15 AM

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

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Jason Rapp  
1635 Belvedere Blvd  
Silver Spring, MD 20902

ameron Ray

cray@rabcospecks.com

[Hide details](#)

To:



Date: August 7, 2013, 9:20 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Cameron Ray  
20300 Sandsfield Terrace  
Germantown, MD 20876

## Doug Reed

douglas\_reed@hotmail.com

[Hide details](#)

To:



Date: August 6, 2013, 4:22 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Doug and Carolyn Reed

martyreese@mail.com

Aug 21



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

TO: MDE and Corps of Engineers

FROM: Karon de Silva, Clarksburg, Maryland

RE: M-83

I am a lifetime resident of Montgomery County with over 40 years of experience driving in this area. I have seen many new roads built to “relieve traffic congestion”. NONE OF THEM HAVE ACCOMPLISHED THIS! (otherwise you would not be considering doing it again) What will be accomplished without a doubt is degradation of the environment (we cannot tolerate any more of this) and irreversible disruption to homes, communities and quality of life. Think. There are better things to do with your expertise. I support alternative #1.

## Ari Reeves

areeves@world.oberlin.edu

[Hide details](#)

To:



Date: August 4, 2013, 9:03 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Ari Reeves  
10315 Brunswick Ave  
Silver Spring, MD 20902

**John Reilly**

jreilly426@gmail.com

[Hide details](#)

To:



Date: August 20, 2013, 9:55 AM

August 20, 2013

Mr. Sean McKewen

Maryland Department of Environment

Wetlands and Waterways Program

160 South Water Street

Frostburg, Maryland 21532

I am writing to urge you to (1) recommend Alternative 9A, the Master-Planned M-83, and (2) reject the other Alternatives and Options, in particular Alternative 4.

My name is John J. Reilly and I reside at 21410 Blunt Road, Germantown, MD 20876. For more than the last 26 years, I have lived at this address which is located approximately 500 yards east/north of the intersection of Brink and Blunt Roads—a location and community that will be very adversely affected if Alternative 9A is not recommended, Alternative 4 is recommended, and if Alternative 1—No Build Option is recommended.

By way of background, my wife and I spent 11 years in townhouse communities abutting Goshen Road from 1975 to 1986. Between 1982 and 1984 we spent considerable time and effort search for a building lot for our home in the area surrounding Montgomery Village. In doing so we considered and gave great weight to the Montgomery County Master plan for the area including the planned construction of both the initial and final legs for Mid-County Highway, M83. In particular, we always avoided available land near or around the posted dedicated right of way for M-83 because we wanted a rural quiet location largely free of intrusive traffic and noise. In doing so we placed our reliance on the County's renowned planning process and expected government officials and elected officials and had faith that these roads would be constructed, especially in light of the fact that they were the primary transportation-related basis for the subsequent planning for, approval of, and development of Clarksburg and other development north of the Montgomery Village/Gaithersburg communities.

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

The Upcounty area, now home to 400,000 people and growing, started 50 years ago with a rural population and infrastructure. The infrastructure has often lagged the population growth, most notably in transportation. We have nationally-ranked congestion that clogs all of our roads from historic Rural Rustic Roads to I-270. The result is personal frustration, economic inefficiency and increased carbon dioxide emissions from vehicles starting and stopping without going very far. We need better transit but our one Metro station (Shady Grove) is desperately over crowded, the Corridors City Transitway extension to Clarksburg was taken out of the budget the week before your hearing, and the glitzy new bus proposals exist only in our dreams. The hyper-congested I-270/Rt 355 corridor has become a barrier that restricts our access to transportation facilities on the western side

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

These problems were anticipated during the Master Plan development which included from the very beginning two major highways for local traffic, the Western and Eastern Arterials. Great Seneca Highway has been built. It is now urgent to complete the Eastern Arterial – Midcounty Highway and Snowden Farm Parkway. This will give us an efficient and safe road system extending from the far northwest corner of Clarksburg to Shady Grove and the ICC. But its most important feature is a design that ties together all of the major local roads into a system allowing local residents to easily move to local jobs, shopping, schools, etc. The missing link in this system is the gap in the Midcounty Highway between Montgomery Village Ave. and Rt. 27. The different Alternatives proposed to close this gap differ greatly in their effectiveness.

I urge your support of Alternative 9A – The Master-Planned completion of the Midcounty Highway

This completes a transportation system that will:

- 1) Provide safe, rapid, high-volume traffic on a reserved, limited-access right-of-way that has been protected from interference from neighboring developments.
- 2) Does not destroy houses or businesses and passes through communities that were planned to accommodate the road.
- 3) Ties together the other major local roads relieving their congestion and providing efficient transportation between area residences, jobs, and retail centers.
- 4) Completes a continuous, limited-access highway from the far northwest corner of Clarksburg to Shady Grove and the ICC.
- 5) Can accommodate an express bus lane for high-volume rapid transit.
- 6) Moves traffic efficiently and quickly to save personal time and carbon dioxide emissions. Its connections with other local roads extend these benefits area wide.

7) Adverse effects on wetlands have been minimized. Trees along the right of way are 50 years old because the land was set aside fifty years ago for this purpose. Please do not condemn a much-needed arterial because it was planned for in advance.

I urge you to not support the following Alternatives:

Alternative 1 – No Build--We have a present and growing need for an improved road system and No Build is not a solution, it is another failure. Doing nothing is what got us to our present infamous rank as worst traffic in the country.

Alternative 2 – Intersection and traffic signal improvements--Elements of this alternative are needed and should be done, but it provides spot improvements only, not the required area-wide congestion relief.

Alternative 4 – Brink, Wightman, Snouffer School and Muncaster Mill Roads--The established communities along this route were never planned nor developed to accommodate a 4 and 6 lane divided highway. The citizen who planned and established their homes in this community largely took the time to consider development demands in the area and took stock in the County's planning process. We relied on the County master plan and government to full fill its responsibility to build the northern extension of M83, which should have been done decades ago. The consequences of Alternative 4 would be huge community damage, high collision risk, traffic encumbered by the existing community structures, slow stop and go traffic, and no closure of the gap in the Midcounty Highway.

Alternative 5 – Widens and adds service lanes to Rt 355 to connect Rt 27 to the Midcounty Highway via Montgomery Village Ave--This turns the Master Plan on its head by adding traffic to an already overloaded Rt 355 entangled by historic development and traffic entering and leaving the adjacent I-270. This Alternative would also use an already over burdened Montgomery Village Ave. that includes two of the most congested intersections in the County.

Alternative 8 – A truncated version of Alternative 9--This would serve to provide a northern connection to and from the planned I-270/Watkins Mill overpass and interchange. But access to points further south is very restricted and it will dump major traffic onto Watkins Mill Road, Rt. 355, Montgomery Village Ave, and two of the most congested intersections in the County.

Options B and D – Optional north ends to Alternatives 8 and 9--These Options are not in the Master Plan, destroy houses, damage the Agriculture Reserve, and in the case of Option B, seriously reduce transportation efficiency and safety.

Transit Only – Corridor Cities Transit Way, Bus Rapid Transit, Metro Rail or Monorail to Frederick, new tracks for the MARC Brunswick line. At this time there is no Transit Only proposal that is detailed enough

to permit a reliable evaluation of its feasibility, cost, and effectiveness. The CCT is only one of these proposals that has advanced far enough for a credible cost and construction schedule, and the planned extensions from Gaithersburg to Clarksburg was dropped from County budget planning the first week of August. The most advanced of the other schemes, Bus Rapid Transit, faces problems finding a clear route through the historic Rt. 355 corridor. The most feasible option would be a dedicated express bus lane along the Eastern Arterial which requires completion of Alternative 9A. All of these proposals and schemes are intended to provide central high-capacity transportation. The rest of the trip has to be made on local buses and/or cars, and they need an effective road system. Nothing will work until we have that.

Furthermore, I would like comment on what I see as one very tragic irony associated with the Alternative 9A vs. Alternative 4 consideration. Trees, which were allowed to grow to maturity in the dedicated right of way for Alternative 9A over 30+ years end being counted as a negative environmental impact for that alternative while trees and shrubs planted by caring home owners along the Alternative 4 plan over the same period are not considered environmental losses. I find this a travesty in the environmental impact analysis/assessment process. Had the county wasted money over the last 30+ years to mow and maintain the right of way there would be no mature trees to cut down and count as environmental losses. However, because the County was prudent with its use of tax dollars, it serves as a negative environmental impact on Alternative 9A. This situation is not fair or equitable to those who trusted in the County planning process.

Finally, I appreciate the careful and thoughtful environmental consideration/review process at both the state and federal levels--as we all know that our environment is very important to preserve and protect but so is the Brink Road/Wightman Road community which will be destroyed if Alternative 4 is recommended. I also appreciate the efforts of Montgomery County transportation planning department and process to dramatically reduce the adverse environmental impact of the original M-83 plan. Through their careful attention to the environment, they have helped to improve the environmental protection for the Seneca Creek watershed. I also appreciate your review and consideration of my comments.

Sincerely,

Signed/John J. Reilly, August 20, 2013

Doug Reimel

doug.reimel@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 21, 2013, 3:10 PM

Dear Mr. Dinne and Mr. McKewen,

As someone who was unable to speak at the August 7th public hearing regarding the Midcounty Corridor Study because of the large number of speakers and not being able to leave work early enough, I am writing to strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options.

I live in the brand new Clarksburg Village Phase II near the terminus of the proposed road with Route 27 (Ridge Road) and Snowden Farm Parkway. I have a Master's degree in Resource and Landscape Ecology from Duke University's School of the Environment, so I also have an appreciation for our natural environment and the likely costs of this project.

In my estimation, the bottom line to this issue is this--make the choice that serves the greater good. This road is a vital link in the area transportation network. Previously approved growth and development were built based on the premise of this infrastructure being put into place to support the new residents, commerce, and associated traffic. Thousands of future units will likely be approved based on our current master plan for both Germantown and Clarksburg.

There are some unavoidable negatives involved with the environmental destruction and community disruption that will occur to construct MD-83 alternative 9A. I won't argue that my opponents are making them up--although many of them exaggerate and sensationalize them greatly out of scale to the benefits that would be provided in return. It seems to me that what is required here is to "see the forest for the trees".

The land to be consumed according to the study is between 33-48 acres depending on the alternative 9 option chosen. This acreage of mostly pristine forest will be lost, and that is true. But opponents don't mention that this amount of land is but a drop in the bucket from the North Germantown Park, Seneca Valley Stream Park, and Whetstone Run Park. The total acres of pristine and even environmentally beneficial acreage in those three combined parks is in the thousands of acres. So, the "destruction" as many called it, is in fact a small portion of the total acreage of value.

As someone who understands what "environmental mitigation" means, the speakers at the public hearing on Aug 7 were simply incorrect when they stated "this damage cannot be mitigated" in reference to the damage to natural areas that will result from the construction, staging, and access to the roadway site. However, they are correct that there will be natural land loss, species destruction, and wetland disruption. But again, in the grand scale of the natural areas involved, this is a small area and a relatively small disturbance in light of the benefit to so many.

I have heard speakers and other people decry the impact on many existing communities in Montgomery Village who will be proximate to the new road, particularly in Courthouse Walk. To them, I would say I am sorry for that change and disruption, but that this road has been planned for many, many years, and they should neither be surprised nor disappointed that this road will be built. I did my homework about what the master plan contains for the new area in Clarksburg where I bought my house--so should those who chose to buy a property in Courthouse Walk and other impacted communities.

As a resident in Clarksburg, I believe the proposed MD-83 alignment 9A is the ONLY answer that will both help alleviate traffic in the entire corridor area, but provide the necessary alternatives to the tens of thousands of residents who have not yet moved into the area. Opponents of 9A often argue for Options 2 and 5, neither of which are NOT capable of providing the capacity that will be needed to support our daily lives getting around Clarksburg, Germantown, and Gaithersburg, let alone the commuter pass-through traffic from Mt Airy and west Baltimore via Route 27, and from the Frederick area on I-270. Simply put, we MUST have both this planned roadway and the planned transit options including the CCT and bus rapid transit options, in order to make the planned "end-state" of our community functional.

There were many, many claims voiced at the public hearing on August 7th that were perfectly true and reasonable, and many others that simply represented extreme, inaccurate, and even inflammatory opinions. One particularly offensive comment that was made, as a resident of Clarksburg, involved Ms. Pizarro (sp?) who stated "Clarksburg was a mistake and it never should've been built". Wow. So basically, because some other area residents feel a particular community being planned, proposed, approved, and built was a mistake, the new residents of that area should not be entitled to have their tax dollars support and provide the planned infrastructure that they need to make their community livable? That is purely preposterous. The particular commenter received a lot of applause for that sentiment, and I wanted to get up and testify that as a former resident of Rockville, I really felt when I lived in Rockville, that Montgomery Village was just a huge mistake that never should've been allowed, and how awful it was that Montgomery Village Avenue was constructed!!! That would be the analogous comment...PLEASE ignore the commenters who fail to recognize the valid and critical infrastructure needs of those communities who are currently wholly underserved in the north Germantown and Clarksburg areas!

I hope you will acknowledge the truly unanimous opposition to Alternative 4 and recognize that

putting this needed road on the fringe of the corridor area is the least desirable option for a huge myriad of reasons. That corridor's location is simply too far east to make the necessary impact, in addition to the community disruption and numerous access points along the route.

Finally, as a new voter and an active Democrat in state legislative district 39, I was very disappointed to hear the testimony of our state delegation in opposing both Alternative 4 and 9. While I'd previously been told directly by Senator Nancy King herself that the MD-83 road was inevitable and that it would be built, at the hearing she agreed with her colleague Delegate Barkley that Option 2 is the best alternative. It is atrocious to me that she told me something different than what she publicly claimed to support, and that she could be so out of touch with the thousands of new voters in her district who see this transportation link as vital to their current and future community, and their quality of life.

Thank you for listening!

Sincerely,

Douglas Reimel  
22560 Castle Oak Rd  
Clarksburg, MD 20871  
703-447-0438  
[doug.reimel@gmail.com](mailto:doug.reimel@gmail.com)

Doug Reimel

doug.reimel@gmail.com

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

Date: August 21, 2013, 3:15 PM

Pardon me, I need to correct an important typographical error in the second sentence of the 8th paragraph of my email:

Opponents of 9A often argue for Options 2 and 5, NEITHER of which are capable of providing the capacity that will be needed to support our daily lives getting around Clarksburg, Germantown, and Gaithersburg.

--

Doug Reimel

703-447-0438 mobile

[doug.reimel@gmail.com](mailto:doug.reimel@gmail.com)

Jessica Reynolds

jlgreynolds@gmail.com

[Hide details](#)

To:



Date: August 8, 2013, 10:18 PM

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

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Jessica Reynolds  
1022 Paul Dr  
Rockville, MD 20851



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

---

RE: MCC property notification question (Public Notice,  
CORPS: CENAB - OP - RMN (Mid County Corridor Study)  
2007-07102-M15)

---

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

Mon, Jul 29, 2013 at  
12:14 PM

To: davidflo@verizon.net

Cc: pwettlaufer@rkk.com, JOHN.J.DINNE@usace.army.mil, Sean McKewen -MDE-  
<sean.mckewen@maryland.gov>

Dear Ms. Rice:

Thank you for your e-mail and inquiry regarding the Montgomery County Department of Transportation's (MCDOT) Midcounty Corridor Study (MCS).

In our efforts to comprehensively provide public outreach, MCDOT notifies all property owners that are adjacent and/or in close proximity to the proposed project in order to solicit input. Our records indicate that the Bethel World Outreach Ministries owns the property located at: 10715 Brink Road, Germantown, Maryland. This property is within the study area of the Master Plan alignments for the Midcounty Highway (M-83).

Thank you for your interest in the MCS and please feel free to contact me should you have additional concerns.

Best regards,

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

Midcounty Corridor Study Project Manager

Phone: 240-777-7279

Fax: 240-777-7277

greg.hwang@montgomerycountymd.gov

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

---

From: Davidflo [mailto:[davidflo@verizon.net](mailto:davidflo@verizon.net)]

Sent: Wednesday, July 24, 2013 2:54 PM

To: 'Sean McKewen -MDE-'; [JOHN.J.DINNE@usace.army.mil](mailto:JOHN.J.DINNE@usace.army.mil); Hwang, Gwo-Ruey (Greg); [pwettlaufer@rkk.com](mailto:pwettlaufer@rkk.com)

Subject: RE: MCC property notification question (Public Notice, CORPS: CENAB - OP - RMN (Mid County Corridor Study) 2007-07102-M15)

To Whom it may concern:

[Quoted text hidden]



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

---

## M-83 and alternatives

---

Nancy Rice/John Stephenson  
<jcs\_nrr@yahoo.com>

Tue, Jul 30, 2013 at 10:42  
AM

Reply-To: Nancy Rice/John Stephenson <jcs\_nrr@yahoo.com>

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

Cc: "greg.hwang@montgomerycountymd.gov"  
<greg.hwang@montgomerycountymd.gov>

Dear Mr. McKewen,

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

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

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

I am in favor of Alternative 9A.

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

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

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

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

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

I am strongly opposed to Alternative 4 Modified.

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

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

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

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

These and other problems led to the conclusion in the Draft Environmental Report (pg S-4) that Alternative 4 Modified would be the worst of all the proposed routes with respect to “quality of life” and only moderately effective in reducing traffic congestion. In contrast, alternative 9 rated “High” in these and all other tests.

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

Thank you for your consideration of this matter.

Nancy Rice  
21417 Davis Mill Road  
Germantown, MD 20876



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

---

## MCC property notification question

---

Sean McKewen -MDE-

Tue, Jul 16, 2013 at 12:17

<sean.mckewen@maryland.gov>

PM

To: davidflo@verizon.net, "JOHN.J.DINNE@usace.army.mil"  
<JOHN.J.DINNE@usace.army.mil>, "Hwang, Gwo-Ruey (Greg)"  
<Greg.Hwang@montgomerycountymd.gov>, "pwettlaufer@rkk.com"  
<pwettlaufer@rkk.com>

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

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

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

Thanks in advance.

--

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



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

---

## MCC property notification question

---

Paul Wettlaufer <pwettlaufer@rkk.com>

Tue, Jul 16, 2013 at 1:29 PM

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

Cc: JOHN J DINNE <JOHN.J.DINNE@usace.army.mil>, "Gwo-Ruey Hwang (Greg)" <Greg.Hwang@montgomerycountymd.gov>

Thanks Sean. We will provide a response.

---

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

To: [davidflo@verizon.net](mailto:davidflo@verizon.net), "JOHN J DINNE" <JOHN.J.DINNE@usace.army.mil>, "Gwo-Ruey Hwang (Greg)" <[Greg.Hwang@montgomerycountymd.gov](mailto:Greg.Hwang@montgomerycountymd.gov)>, [pwettlaufer@rkk.com](mailto:pwettlaufer@rkk.com)

Sent: Tuesday, July 16, 2013 12:17:31 PM

Subject: MCC property notification question

[Quoted text hidden]

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

Colleen Ricketts

Wrick32683@aol.com

[Hide details](#)

To:



Date: August 9, 2013, 11:02 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

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

Signed, Colleen Ricketts

Colleen Ricketts  
11047 grassy knoll terr  
Germantown, MD 20876

## Karin Rives

karives@mindspring.com

[Hide details](#)

To:



Date: August 2, 2013, 9:31 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Karin Rives  
16 Darwin Ave.  
Takoma Park, MD 20912

carolynhome@hotmail.com

[Hide details](#)

To:



Cc:



Date:

Dear Messrs Dinne and McKewen;

Please be advised the decisions made here affect our property, our home, the biggest asset in our lives.

We have lived @ 9600 Brink Road since 1989 and understood that M-83 would be built as planned. We researched to ensure that we purchased a home that was out of any planned highways. With the proposal of alternate 4, the rug is being pulled out from under us. Please understand this is not a case of "NIMBY's" (not in my back yard), we only want what was promised 50 years ago.

First to address the alternate 4 option, which is absurd. Widening a road through an existing area that was developed without the intent of ever supporting a major highway is ludicrous. It is befuddling as to how this option even became one. The multiple cul-de-sacs, homes with septic and well, Great Seneca Park system, and historic sites are all reasons to oppose this option.

Second, M-83 was placed in the plan with land set aside and subsequent development planned around this highway. Daily we contend with congested and dangerous traffic in our rustic neighborhood. This highway should be built as envisioned. It supports Upper Montgomery County development according to the Master Plan. To deviate from the Master Plan places little faith in our government and elected leaders to govern. As a civilized society, we make plans and have government execute those plans. If we simply make plans and do not carry them out, then we are no longer a governed society and as such, let's not waste tax dollars as we are no longer governed. And we no longer need government employees who waffle with these decisions.

Alternate 4 is an absurdity. Proceed as planned with the Master Plan route, M-83, Alternate 9A, and complete Midcounty Highway!

Thank you,

Allan and Carolyn Roberts

9600 Brink Road



**Jeff Roberts**

jeffroberts5kids@hotmail.com

[Hide details](#)

To:



Cc:



Date: August 19, 2013, 6:05 PM

Dear Mr. Dinne and Mr. McKewen (and Mr. Hwang),

My wife and I wish to encourage you to keep MidCounty Highway's extension along the Master Plan route, which we believe is currently referred to as Alternative 9A.

We have lived on Brink Road in Goshen Estates since 1980 and have raised our five children here. We have enjoyed living here, accepting the volume of traffic on Brink Road and the 15-minute drive to go 5 miles to Interstate 270. We have known about the proposed extension of MidCounty Highway for most of this time and, especially, since the construction of the highway as it presently exists. We have taken it for granted that, when it was extended, it would continue on its current trajectory, which we have read about in community publications, seen on published maps (where there was clearly a swath of land set aside for the path of the highway), and noted on signs along the proposed route (such as on Blunt Road).

We have, therefore, been surprised and upset to realize that there is support for other routes - routes that would move the road to other locations - locations that would carve out space from the yards of some of our neighbors, potentially destroying some homes, and making our personal commutes more unpleasant by adding more intersections and more volume of traffic on our nearby streets, and actually creating some instances where our current roads would get co-opted to accept MidCounty Highway traffic.

Please do not alter the original route. Please leave our current roads and neighborhoods intact, especially when the Alternative 9A space has been carved out and reserved for this route for years.

Sincerely,

Jeff and Debbie Roberts  
9301 Brink Road  
Gaithersburg, MD 20882  
Home: 301-670-0272  
Cell (Jeff): 240-281-8420

Theresa Robinson

theresakrobinson@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 5:03 PM

This message may not have been sent by: [theresakrobinson@gmail.com](mailto:theresakrobinson@gmail.com)

Dear Mr. McKewen,

The Rapid Bus Transit projects that have been planned for clogged roads, including Georgia Avenue between Montgomery General Hospital and Glenmont, should be funded rather than the extension of a road. I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

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

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

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

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit

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

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

Signed,

Theresa Robinson  
4235 Headwaters Lane  
Olney, MD 20832

**Betty Romero**

bettyromero@me.com

[Hide details](#)

To:



Date: August 2, 2013, 2:42 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Betty Romero  
Magic Mountain  
N Bethesda, MD 20852

Ana Rubio

anarubiopr@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 7:08 PM

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

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

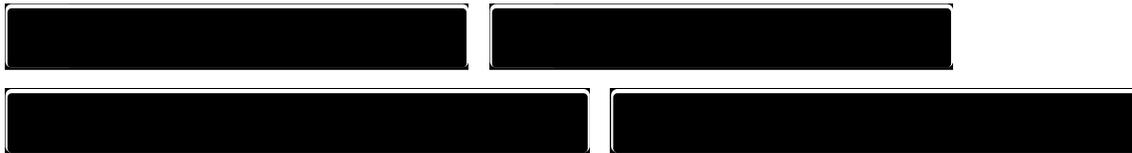
Ana Rubio  
20416 apple harvest cir  
Germantown, MD 20876

ellen ruby

ellen.ruby@comcast.net

[Hide details](#)

To:



Date: August 21, 2013, 6:46 PM

Gentlemen,

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

My row of townhouses faces Snouffer School Road and the Alt. 4 plan would negatively affect our property values and safety, as well as quality of life. The Glenbrooke community was never designed to be bombarded by the amount of traffic that the Alternates and Options would bring. Our County Executive has long since ignored the needs and opinions of the East Village as a whole. It is time to be supportive of those of us who will be directly affected by your decisions.

Sincerely,

Ellen Ruby

8810 Dowling Park Place

Montgomery Village, Md 20886

**Jim Russ**

simjue@verizon.net

[Hide details](#)

To:



Date: August 2, 2013, 10:26 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Jim Russ  
9915 Maple Leaf Dr  
Montgomery Village, MD 20886

Anne Russell

adchome@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 9:38 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Anne Russell  
3310 Tidewater Court  
Olney, MD 20832

George Ryffel

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

[Hide details](#)

To:



Date: August 21, 2013, 5:11 PM

George Ryffel

August 15, 2013

9212 Huntmaster Rd.

Gaithersburg, MD

Dear Mr. Dinne and Mr. McKewen,

As you can see from the date I first started this note, I have been debating how to succinctly put forth my objections to most of the plans, particularly Alt. 4 as that is the one that impacts me most and the one with which I am most familiar.

You are already immersed in all of the details and effects of the different plans, so I will dwell on only a couple of areas that are not so technical or broad based addressing the whole transit system.

**The Master Plan:** We purchased our house eighteen months ago (Goshen area two to four acre lots). We factored in a few surrounding area and roadway issues into our decision

- A wetland being constructed or refurbished at the end of the road.
- The only new construction in the area (Davis Mill rd., ½ mi. from Brink rd.) was very low density and maintained forest and grasslands.
- **MOST IMPORTANT:** The Master Plan did not show the possible roadway expansion of nearby Brink Rd. from a windy two lane road going by quiet houses to a six lane highway.

While I realize that the Master Plan is not sacrosanct, for the trust of the

residents of the County and their choices, it must be adhered to, not discarded.

I realize the Master Plan will not be strictly adhered to, therefore I highly recommend Alt. 9A as the plan that will utilize elements of the Master Plan and create extensions with the least impact on residents and the semi-rural quality of the area.

Please do not turn another rural road into a Highway just because it already exists and appears to be an easy shortcut.

**Shortcuts:** Well, commuters will be commuters and if there is a shortcut to be found, they will use it. My little two lane road is already a commuter cut-through to get to Brink and Goshen. The Alt. 4 expansion does not and by it's nature of going through residential areas cannot have restricted access.

All of the roads going toward Brink, Wightman, and Snouffer Shool road will turn into commuter routes. Huge amounts of residential areas, actually away from Brink rd. will be impacted.

These are impacts that the studies do not show.

**Planning:** All of the best studies often do not end up reflecting actual outcome. I can best look at the creek by the recently restored Davis Mill. With every hard rainfall, trees that have stood on the banks for twenty years are eroded away and the water reaches three to four feet above the bridge roadway. Some development created this and I'm sure that none of the studies predicted it.

This segues into my thought that all of the acres that will not be disturbed by Alt. 4 are already set aside by the County and will be developed in the future. I think this reality mitigates the long-term impact differences.

I appreciate your taking the time to consider my thoughts and again ask you to recommend Alternative 9A, the Master-Planned M-83.

Regards,

George Ryffel II

Maryanne Sacco

saccomaryanne@gmail.com

[Hide details](#)

To:



Date: August 7, 2013, 10:12 AM

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

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Maryanne Sacco  
111 Kestrel Ct  
Gaithersburg, MD 20879

**Steve Sacharoff**

stevesacharoff@hotmail.com

[Hide details](#)

To:



Date: August 4, 2013, 9:28 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Steve Sacharoff  
5011 Barkwood Pl  
Rockville, MD 20853

**C. Sadulas**

csadula@hotmail.com

[Hide details](#)

To:



Date: August 21, 2013, 9:09 PM

Dear Mr. McKewen

I composed the letter below to express my feelings regarding the choice of Alternative 9-A for the development of proposed roadway M-83.

I would appreciate your understanding and your reading of this description that I sent to Mr. Dinne. I am currently away from home and have encountered repeated difficulty accessing the Internet. Thank you for your understanding.

Sincerely,

Cynthia Sadula

21017 Cog Wheel Way

Germantown, MD

Sent from my NOOK

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

Subject: Please vote to recommend Alternate 9-A

From: "C. Sadulas" <[csadula@hotmail.com](mailto:csadula@hotmail.com)>To: [John.J.Dinne@usace.army.mil](mailto:John.J.Dinne@usace.army.mil)

CC:

Dear Mr. Dinne

As a resident of Goshen Maryland for 23 years, I have carefully followed the development of M83. Our house backs to Brink Road. We have been waiting for the implementation of the Master Plan for M-83. Recently we were informed that the Master Plan may not be implemented - instead most of our backyard, our well and perhaps part of our home - in addition to neighbors homes, yards and wells - would be incorporated into a newly designed M-83!

Not only does this substantially impact us and a number of our neighbors but it has an effect on the ecologically established rural environment that exists along Brink Road. As you must be aware, there are quite a few small herds of white tail deer which have caused frequent, sometimes fatal automobile accidents on Brink and Blunt Roads. As for our human species; many people from Maryland, and even Northern Virginia and Washington, DC, enjoy hiking through Seneca Creek Park from the entrance at the intersection of Brink and Wightman Roads.

Please help us maintain and enjoy this section of the Ag Reserve by voting to continue the Master Plan and supporting Alternative 9-A.

Thank you for reading my letter.

Sincerely,

Cynthia Sadula

21017 Cog Wheel Way

Germantown, Maryland 20876

Sent from my NOOK

Pat Saether

psaether@comcast.net

[Hide details](#)

To:



Date: August 8, 2013, 5:40 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

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

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

Signed,

Pat Saether

Ruwan Salgado

rnsalgado@comcast.net

[Hide details](#)

To:



Date: August 2, 2013, 10:43 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

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

Keith Sanderson

sandman6944@gmail.com

[Hide details](#)

To:



Date: August 19, 2013, 7:06 PM

This message may not have been sent by: sandman6944@gmail.com

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Keith Sanderson  
811 Leverton  
Rockville, MD 20852

**Sandler, David - FSIS**

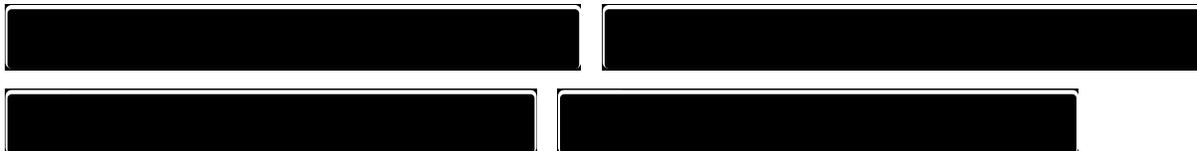
David.Sandler@fsis.usda.gov

[Hide details](#)

To:



Cc:



Date: August 10, 2013, 11:12 AM

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

Thank you.

J. David Sandler

Senior Emergency Response Specialist

USDA FSIS

Emergency Coordination Staff

Office of Data Integration and Food Protection

202-690-6356

BB: 202-368-1408

-----  
Sent from my BlackBerry

Sarah C. Albert  
9727 Shadow Oak Drive  
Montgomery Village, MD 20886  
301-977-7156

**Testimony of Sarah C. Albert  
IN OPPOSITION OF ALTERNATIVE 4, Mid County Corridor Study  
August 7, 2013**

Good Evening. My name is Sarah Albert. I am member of the Northgate Board of Directors and an elementary school teacher. **I am here to speak against Alternative 4.**

Both as a member of the homeowners' association board and as a teacher, I am concerned about the safety and welfare of the children living in the communities along Wightman, Brink, and Snouffer School Roads. Alternative 4 would create a highway along roads that have multiple school bus stops. I do not believe this was factored into the analysis of Alternative 4.

It is impossible to imagine children crossing a four and six-lane highway in order to catch their school buses. That alone should eliminate Alternative 4 from any further consideration.

It is impossible to imagine the teens in our community who work at Lakeforest Mall trying to cross a four and six lane highway to get to the Ride-On bus that takes them to their jobs and home again.

It is impossible to imagine the children attending "Camp Courage" at the Northgate Community Church next to Wightman Road not being impacted by a six-lane highway during their outdoor programs - programs which help motivate them in their personal growth with educational activities about nature.

It is impossible to imagine children in the "Terrific Two's" pre-school program at Covenant Methodist Church on Wightman Road having their playground directly next to a six-lane highway.

I have been told that people move into neighborhoods and expect that their roads will never change. Change and development are part of living in Montgomery County. However, Alternative 4 would have a devastating impact. Under Alternative 4, more than 350 properties would be destroyed and more than 400 others would be subject to noise impacts.

The demands of Clarksburg should not fall on Montgomery Village roadways or residents. Clarksburg was seemingly developed without thought to the impact on schools, natural resources, or roads.

Alternative 4 was never in any Master Plan. Our neighborhoods were built around the roads as they exist. Alternative 4 endangers our community and our children. I am here tonight to ask that you **NOT** consider it further. Thank you.

Andrew Sarno

andysarno@comcast.net

[Hide details](#)

To:



Date: August 7, 2013, 8:23 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Andrew Sarno  
20332 Watkins Meadow Drive  
Germantown, MD 20876

pmsau@aol.com

pmsau@aol.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 18, 2013, 8:22 PM

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

Denver Saunders  
Peggy Prather Saunders  
9520 Wightman Road  
Gaithersburg, MD 20879

carrie@intelligentlookup.com

Aug 14



to john.j.dinne, me

I work at 2 Professional Drive and I have a window looking out onto 355. I can always tell when there's an accident on 270 North or South because 355 has as many cars on it as 270. People use 355 as their main North-South alternative to 270. It baffles me that 355 goes from a 6 lane highway from Ridge Road to a 2 lane road by the time you get to Old Baltimore Road.

Maybe I missed it in the presentation or the online video, but which Alternative plan widens 355 to a 6-lane highway from Ridge Road to Stringtown Road? I believe widening 355 in Clarksville to match the capacity handled in Gaithersburg & Rockville is more important than bothering with side roads, especially when funds are limited.

CORPS: CENAB-OP-RMN; MDE Nontidal Wetlands and Waterways: 13-NT-3162/201360802/AI No. 140416

Thanks,

Carrie Scarnati | Sales

Intelligent Lookup Services, Inc.

2 Professional Drive, Suite 212

Gaithersburg, MD 20879-3420

Phone: (240) 243-4457 ext 116

Mobile: (301) 366-8575

<http://intelligentlookup.com/>

LinkedIn Profile: <http://www.linkedin.com/in/carriescarnati>

mario scherhaufer

mscheri74@hotmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 21, 2013, 2:21 PM

Dear Mr. Dinne and Mr. McKewen,

I would like to state my opposition to Mid-County Highway Alternative 4. This proposed route would run a multi-lane highway through the community my family lives in. One main reason we purchased our home in the Points community in this corner of Montgomery Village, was the peaceful and quiet neighborhood that we found at our first visit. This proposed highway build-out would destroy this important asset. I do not want my child to have to cross a six-lane highway to walk to the community pool or to our church (Methodist Church at the corner of Wightman Road and Montgomery Village Avenue).

Please DO NOT approve this project and try to find another alternative!

Thank you for your time and consideration.

Mario Scherhaufer

2 Bethany Court

Montgomery Village, MD 20886

Email: [mscheri74@hotmail.com](mailto:mscheri74@hotmail.com)

## Julia Scherschligt

julia.scherschligt@gmail.com

[Hide details](#)

To:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Date: August 19, 2013, 9:18 PM

Dear Mr. Jack Dinne and Mr. Sean McKewen-

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

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

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

Clearly traffic in our region is bad. We have not adequately developed mass transit alternatives and this poor lack of planning is starting to show the limits of relying on roads to spur our future development. More surface roads with signaled intersections aren't the answer. We need to improve the roads we have, and strive toward legitimate transit options. At the hearing, many complained of poor access to Shady Grove for those living in Clarksburg. On the occasion that I have had to go to Shady Grove, I've been astonished at how full the parking lot is; I wonder, how much more capacity does Shady Grove have to serve the northern suburbs, not just Clarksburg, but Urbana and Frederick? It is time that the red line or some other spur of the Metro be extended north to provide real transit options into Washington, DC. The MARC train is a pitiful excuse for transit. It has a horrible on-time record and very restrictive schedule, and is simply not an option for many commuters.

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

the environment, and what constitutes good urban planning have all radically evolved since the master plan was drafted. I urge you to deny the permit to build M83 alternatives 4, 8, and 9.

Sincerely-

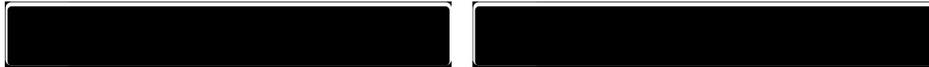
Julia Scherschligt  
19537 Gallatin Ct  
Montgomery Village, MD 20886

Stephen Schlaikjer

sschlaikjer@yahoo.com

[Hide details](#)

To:



Date: August 4, 2013, 10:32 PM

4 August 2013

Dear Sirs,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

Finally, the benefits of this expensive "solution" to transport woes caused by the County Council's own bad planning (clearly influenced years ago by powerful development interests which have promoted sprawl in the place of job creation) are patently being oversold by the project's boosters within the County Council and staff. For those who commute by automobile from the Upcounty region towards the I-495 Beltway and beyond, all M-83 provides is an alternate route to gridlock, a few more miles of idling in a different pattern on the way to a bottleneck. Nowhere south of the planned M-83 connection to the Mid-County Highway is I-270 going to get any wider than its already massive 12 lanes. Smart transit (mainly bus-to-Metro) options, combined with improvements to existing roadways like the 355 corridor, will be cheaper, reap greater return on investment, and avoid despoiling one of the county's remaining green reserves--which should have been off-limits from the beginning.

Signed,

Stephen A. Schlaikjer  
11102 Sceptre Ridge Ter.  
Germantown, MD 20876

carolyn schmidt-roberts

carolynhome@hotmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 21, 2013, 8:43 PM

Dear Messrs Dinne and McKewen;

Please be advised the decisions made here affect our property, our home, the biggest asset in our lives.

We have lived @ 9600 Brink Road since 1989 and understood that M-83 would be built as planned. We researched to ensure that we purchased a home that was out of any planned highways. With the proposal of alternate 4, the rug is being pulled out from under us. Please understand this is not a case of "NIMBY's" (not in my back yard), we only want what was promised 50 years ago.

First to address the alternate 4 option, which is absurd. Widening a road through an existing area that was developed without the intent of ever supporting a major highway is ludicrous. It is befuddling as to how this option even became one. The multiple cul-de-sacs, homes with septic and well, Great Seneca Park system, and historic sites are all reasons to oppose this option.

Second, M-83 was placed in the plan with land set aside and subsequent development planned around this highway. Daily we contend with congested and dangerous traffic in our rustic neighborhood. This highway should be built as envisioned. It supports Upper Montgomery County development according to the Master Plan. To deviate from the Master Plan places little faith in our government and elected leaders to govern. As a civilized society, we make plans and have government execute those plans. If we simply make plans and do not carry them out, then we are no longer a governed society and as such, let's not waste tax dollars as we are no longer governed. And we no longer need government employees who waffle with these decisions.

Alternate 4 is an absurdity. Proceed as planned with the Master Plan route, M-83, Alternate 9A, and complete Midcounty Highway!

Thank you,

Allan and Carolyn Roberts

9/13/13

Gmail - mcc captured (22)

9600 Brink Road

Margaret Schoap

schoapm@aol.com

[Hide details](#)

To:



Date: August 1, 2013, 5:31 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Margaret Schoap  
11425 Neelsville Church Rd  
Germantown, MD 20876

david schoenbaum

DLSCHOEN@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 9:52 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

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

Janie Scholom

jscholom@comcast.net

[Hide details](#)

To:



Date: August 2, 2013, 3:30 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Janie Scholom  
3409 Wake Dr  
Kensington, MD 20895

**Joshua Schuman**

Joshuaschuman@gmail.com

[Hide details](#)

To:



Date: August 6, 2013, 1:30 PM

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

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Joshua Schuman  
1707 logmill ln  
Gaithersburg, MD 20879

From: Al & Carol [mailto:[secen@verizon.net](mailto:secen@verizon.net)]

Sent: Tuesday, August 06, 2013 9:47 PM

To: Ike Leggett

Subject: Please Approve M-83

Dear Mr. Leggett,

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

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

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

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

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

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

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

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

My point being, does the cost to construct the Brink road expansion include the legal costs for challenges that will inevitably arise? No doubt, declaring M-83 as the route will result in suits; BUT the county should be in a stronger position defending M-83 than they are taking reluctant constituents' property.

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

Albert V Secen Jr

21024 Cog Wheel Way

Germantown MD 20876

301-540-9038

Sedgwick, Randy

Randy.Sedgwick@finra.org

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 12, 2013, 10:31 AM

Good Morning,

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

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

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

Thanks for taking a moment.

**Randy Sedgwick**

Confidentiality Notice: This email, including attachments, may include non-public, proprietary, confidential or legally privileged information. If you are not an intended recipient or an authorized agent of an intended recipient, you are hereby notified that any dissemination, distribution or copying of the information contained in or transmitted with this e-mail is unauthorized and strictly prohibited. If you have received this email in error, please notify the sender by replying to this message and permanently delete this e-mail, its attachments, and any copies of it immediately. You should not retain, copy or use this e-mail or any attachment for any purpose, nor disclose all or any part of the contents to any other person. Thank you

Sheri Sedgwick

sheri1964@hotmail.com

[Hide details](#)

To:

[REDACTED]

[REDACTED]

Date: August 14, 2013, 8:21 AM

I am writing this email after attending the public hearing held August 7th regarding the Mid-County Highway. I don't know if you actually read all the emails, but I feel I need to at least state my thoughts.

I live at 20720 Warfield Ct. off Warfield Rd. This is just off Goshen and Wightman Rd. And while I agree that the transportation in and around the study area needs to be improved I have some large concerns regarding your proposals. I also have a further suggestion.

After seeing the video and posterboard pictures at the public hearing, (which showed that even though I am just a block or two away from the proposed road rebuild that I am NOT with in your 'study area' also concerns me), and listening to the comments made, I am concerned that the 'solution' you are wanting is basically another 355. We do not need another 6+ lane road. It is one large 'solution' that has a huge negative impact not only on the environment, but also on the economy and local society.

My suggestion is to first stick with the original plan, with a slight

variation. Cities have been planning and building around that corridor for 5 decades. To alter from that plan would create a huge economic burden as cities re-zone, remove, and re-plan for a different placing of a road. Also, the need for a 6 lane road seems excessive. I would suggest that you scale it back to 4 lanes, with the accompanying features of emergency parking lanes, center median, and dedicated left and right-hand turns at larger intersections.

Another road like 355 would bring pollution, noise, accidents, crime and a down-ward spiral of property conditions, and also property values.

To augment that road I also think that Alternative 4 should be implemented but on a greatly reduced scale. Again, including emergency parking lanes, dedicated left and right-hand turn lanes, and in most cases along Snouffer School Rd./Wightman Rd., curbing and gutter systems.

We need to learn to work with the environment and not just plow through with one large road to accommodate growing traffic concerns. Implementing smaller, less-invasive alternatives would reduce the concern of traffic difficulties, without adding the concerns of pollution, noise, accidents, crime, property conditions, and property values.

Thank you for allowing me to state my opinion. I truly hope that you

take into consideration the voice of the people, and their legitimate concerns.

Thank you,

Sheri Sedgwick

racequine@aol.com

[Hide details](#)

To:



Cc:



Date:

Dear Mr. Dinne and Mr. McKewen:

As an actual tax paying resident of upper Montgomery County, I urge you to issue a permit for the M83, Alternative 9A.

The county is in need of roads because of continued development in the upper county and the most logical of the alternatives in 9A. It was promised in conjunction with the issuance of thousands of building permits, and to destroy other neighborhoods with one of the other alternatives is a betrayal to those communities that were never planned with a highway going through them.

I also urge you to immediately remove Alternative 4 from consideration.

Additionally, the comments from actual residents, who live here, take their children to school here, shop here, pay taxes here and vote here should hold greater weight than visitors to Day Spring. Day Spring may have 1000 visitors a year, but there are thousands and thousands of tax paying commuters on a daily basis whose needs should be placed ahead of a casual guest who is not actually providing tax money for the greater good in Montgomery County.

Regards,

Kathleen Sentkowski

9821 Wightman Road

Gaithersburg, MD 20879

Elaine Shank

shankej@juno.com

[Hide details](#)

To:



Date: August 6, 2013, 9:48 PM

Dear Mr. McKewen,

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

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

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

The construction of M-83 would further degrade Montgomery County's water quality. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bulldozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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

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

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

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

Signed,  
Elaine Shank  
Germantown, MD

Elaine Shank  
11301 Neelsville Church Rd  
Germantown, MD 20876

feng shi

shifeng6198432@hotmail.com

[Hide details](#)

To:



Date: August 6, 2013, 11:26 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

feng shi  
221 high timber ct  
gaithersburg, MD 20879

Sudheer Shukla

sudheerpshukla@yahoo.com

[Hide details](#)

To:



Date: August 2, 2013, 11:34 AM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Sudheer Shukla

Sudheer Shukla  
14429 Twig Road  
Silver Spring, MD 20905



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

---

## Mid County Corridor Study

---

Victor Siegel <ruflosn@aol.com>  
To: sean.mckewen@maryland.gov

Sat, Jun 22, 2013 at 10:21 AM

Maryland Department of the Environment

Wetlands and Waterways Program

Attn: Mr. Sean McKewen

160 South Water Street

Frostburg, Maryland, 21532

June 22, 2013

Dear Mr. McKewen,

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

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

-Moderate natural resource impacts

-Least improvement in travel time

- Highest number traffic conflict points
- Highest number residential properties impacted
- Moderate number commercial/industrial properties impacted
- Highest number historic properties impacted
- Not consistent with Master Plan.

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

Thank you,

Victor R. Siegel, DDS

9321 Vineyard Haven Drive

Montgomery Village, MD 20886



## Montgomery County Group

August 8, 2013

Dear USACE and MDE,

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

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

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

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

Sincerely,

Ethan Goffman  
Transit Chair  
Montgomery County Sierra Club Group

Kate Simon

kate.w.simon@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 11, 2013, 8:41 PM

Dear Mr. Dinne and Mr. McKewen;

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

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

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

Thank you,

Kate Simon

20611 Miracle Drive, Gaithersburg, MD 20882

Mary Jane Siok

maryjane@sioks.com

[Hide details](#)

To:



Date: August 7, 2013, 3:45 PM

Dear Mr. McKewen,

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

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

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

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

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

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

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

Signed,

Mary Jane Siok  
10717 Autumn Leaf Place  
Germantown, MD 20876

Bruce Sklar

spirit805@aol.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 18, 2013, 5:05 PM

Dear Gentlemen:

Once again I ask, no I deplore, you to remove Alternative 4 from the Mid-County Highway Development Plan. NO OTHER ALTERNATIVE IS AS COSTLY OR AS DISRUPTIVE TO HOMEOWNERS AND THEIR PROPERTY. The environment and wetlands are obviously consideration worthy, but NOTHING should come before the the rights and well being of citizens. I and my neighbors have worked our entire lives to ensure the happiness and a stable environment for our families, and no individual or government agency should have the right or authority to destroy this dream because of poor transportation/ land planning. The passage of Alternative 4 would have a devastating effect on close to 40,000 people who call Montgomery Village home.

Please on behalf of of home and property owners located in Montgomery Village put an end to the nightmare of Alternative 4.

Thank You

Bruce Sklar, CPM

9 Bethany Court

Montgomery Village, MD