

Ann Hess Smith

annhsmith1@verizon.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 10, 2013, 12:51 AM

Subject: Army Corps & DEP Hearing

21020 Goshen RD Gaithersburg MD 20882

9 August 2013

Re: M-83, MCS Alternate:

Dear Messrs Dinne and McKewen,

I support selection of the Master Plan route, M-83, Alternative 9A.

I attended the meeting a few weeks ago at the firehouse in Germantown.

I strongly oppose increasing the traffic on the Brink Whitman pathway.

My major concern is SAFETY! I have lived on Goshen Road near Brink for 32 years, in the Midcounty Corridor area, residents have to cope with dangerous and time consuming congestion on roads ranging from our small rural rustic roads to I-270.

There are too numerous problems with the Brink RD Snouffer School Whiteman area arising from the number of driveways that would be feeding out of homes and businesses onto a thruway.

Someday we hope to see one of the "21st century" transit systems for our area, but our transportation problem is here, 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 . There will be environmental disturbance in any choice, completing M-83. We regret this but feel that it is necessary to complete an effective road system that will allow us to make the best use of the very large Upcounty residential and commercial development, and the associated environmental disturbance, that has already taken place over the last several decades. The end result will be a net improvement in personal well being, economic health, and carbon dioxide emissions

Thank you, Ann Smith

Sebastian Smoot

sebsmoot@gmail.com

[Hide details](#)

To:



Date: August 3, 2013, 3:40 PM

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

Sebastian Smoot
1200 Rainbow Dr
Silver Spring, MD 20905

Robert Smythe

rbsmythe@comcast.net

[Hide details](#)

To:



Date: August 9, 2013, 3:01 PM

Dear Mr. McKewen,

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

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

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

Signed,

Robert Smythe
4807 Wellington Drive
Chevy Chase, MD 20815

walt sonneville

waltsonneville@earthlink.net

[Hide details](#)

To:



Date: August 19, 2013, 5:24 PM

The environmental review of the options for Mid-County Extension ("M-83") neglected to include a key point: the fate of the Watkins Mill Elementary School under Alternative 9, which is sited on the very edge of this proposed major highway.

One can reasonably conclude that emissions from vehicles passing the school grounds will cause significantly increased respiratory health problems among students, faculty and administrators. The school may have to be closed. Re-location is highly problematical.

This issue was raised by a detailed memo co-signed by six health-care professionals in their submittal to the county's M-83 study managers, first by communication of 3-4-05 (to Ms. Jeri Cauthorn) and again on 2-13-08 (to Mr. Greg Hwang).

PLEASE give this matter the attention it deserves.

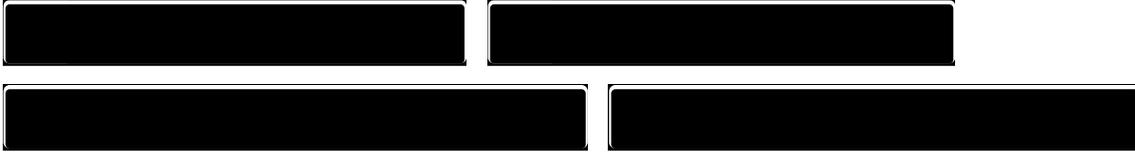
Walt Sonneville
314 Wye Mill Court
Gaithersburg, MD 20879
301 869 4460

barbara Bell

thebrink21@yahoo.com

[Hide details](#)

To:



Date: August 20, 2013, 7:58 PM

Dear Messrs Dinne and McKewen;

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

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

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

Thank you, Mary Stanfield, Barbara Bell, and Natalie Gooden, 21030 Brink Ct., Gaithersburg, Md.

ClarksburgVillageBlogTeam

ClarksburgVillageBlogTeam@verizon.net

[Hide details](#)

To:



Cc:



Date: August 21, 2013, 1:03 PM

Mr. Dinne and Mr. McKewen;

As you may know, our blog and forum has been on fire yesterday and today concerning M-83. I am penning you today in regards to all the blog chatter. Clarksburg Village represents the largest single voice in Montgomery County. I am reporting on the feeling of many of our residents who support 9A.

Based on what has come through our blog and forum, I strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options.

Additionally, I invite any third official party to perform a survey on our blog and forum which has nearly ½ the total residents, verified, actively performing on our community communications forum.

Please keep me in-the-loop on decisions and updates and I will post them directly on our blog and feel free to contact me.

Best Regards,

David SteinClarksburgVillage Blog Team
Clarksburg Village Covenants Committee / ARB

ClarksburgVillage Blog & Forum Support Adviser

MHA Associate Member

9/13/13

Gmail - mcc captured (22)

UCAB Community Link

Clarksburg Community Advocate

Mike Stein

Mkstin5@me.com

[Hide details](#)

To:



Date: August 4, 2013, 9:27 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,

Mike Stein
Atlantic ave
Rockville, MD 20851

Nancy Rice/John Stephenson

jcs_nrr@yahoo.com

[Hide details](#)

To:



Date: August 20, 2013, 3:44 PM

Dear Mr. McKewen,

I am writing regarding M-83. I live in Germantown on Davis Mill Road, 1/4 mile from where it intersects Brink Road. I will be affected by the road construction and traffic regardless of which alternative is chosen.

The County dismissed the no Build Alternative as follows: "The No-Build Alternative is not a viable solution". I note the County said the same thing years ago about widening Rt. 27 from Brink to Damascus – the "No Widen Alternative is not a viable solution". However, widening Rt. 27 from Brink to Damascus not been done (I wanted it!!). That proves that some road construction the County felt must be built could be postponed for many years.

I prefer the no-build, limit development alternative.

I read the Draft Environmental Effects Report, discussed the various proposals with my neighbors, and reached the following conclusions. If the M83 is to be built: I am strongly in favor of Alternative 9A.

The Draft Report states that alternatives 8 and 9 would provide the most relief from congestion on M 355 and on major intersections throughout the region. Because alternative 9 would be a 4-lane divided 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 opposed to options B and D, 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 divided highway. I hope you do not want long-existing residents to face terrible County-induced conditions (Rt. 27 analogy).

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

Given the location of my house at the Brink/Davis Mill Rd intersection, Alternative 4 Modified would decrease the quality of my life and decrease the value of my home due to greatly increased traffic volume and noise.

Thank you for considering my concerns.

John C Stephenson
21417 Davis Mill Rd.
Germantown, MD 20876
301-357-0104 (cell)

Linda Sterling

lstering21@verizon.net

[Hide details](#)

To:



Date: August 18, 2013, 8:05 AM

Dear Mr. McKewen,

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

Other than the obvious environmental impact, existing neighborhoods would be divided and destroyed. The problem seems to lie in access to the new developments in Clarksburg. Why should the residents of Gaithersburg and Germantown sacrifice their homes and communities to accommodate a community where poor planning and greed on the part of the builders created this problem? The gridlock is in Clarksburg, not Germantown and Gaithersburg. Take a trip up there during rush hour and see how long you sit on 355 once it narrows down to one lane. Take a look at Route 27, which cannot accommodate the traffic generated by all the commuters. I feel for the residents of Clarksburg, but not enough to sacrifice my neighborhood for theirs.

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.

Signed,

Linda Sterling
20508 Watkins Meadow Dr
Germantown, MD 20876

stundmar326

stundmar326@verizon.net

[Hide details](#)

To:



Date: August 20, 2013, 8:12 PM

Mr. Dinne and Mr. McKewen,

This is in regards to the Public Notice Mid County Corridor Study.

Absolutely, Alternate 9D should be built. Alt. 9D substantially adds to the existing road network in the area. I-270 is the primary road. Md-355 is the alternate. Mid County Alt. 9D would be another component of the network.

Alt. 9D is a through road at both the northern and southern ends of Mid County Highway (M-83), a simple connector between a main road in a residential area (Snowden Farm Parkway, Clarksburg) and employment corridor transportation mainstays (Shady Grove Metro, MD-200).

Alt. 9D is a great alternate to I-270 and MD-355 in the Goshen to Middlebrook Roads area. At evening rush hour, both I-270 and MD-355 have heavy traffic in this area.

Northern Terminus Option D is preferred because it adds to the road network in that region and does not impact Seneca Crossing Local Park nor the Dayspring Church Silent Retreat Center.

Finally, by significantly expanding the road network, I believe this road will be sufficient well into the future.

Thank you.

Barbara Stunder
7 Brook Run Court
Germantown, MD 20876

Lydia Sullivan

lydiasullivan42@gmail.com

[Hide details](#)

To:



Date: August 4, 2013, 7:42 PM

This message may not have been sent by: lydiasullivan42@gmail.com

Dear Mr. McKewen,

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

M83 will also despoil the environment in upcounty.

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

Thank you.

Signed,

Lydia Sullivan

5901 Montrose Road, N506

Rockville, MD 20852

Nik Sushka

nik.sushka@mcyd.org

[Hide details](#)

To:



Date: August 2, 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,

Nik Sushka
9510 Hale St
Silver Spring, MD 20910

esusko@gmail.com

[Hide details](#)

To:



Date:

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

Dear Mr. McKewen,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. Not only is this a poor spending choice in an era of constrained financial resources, it is a foolish choice to squander the development lessons we have learned in the five decades since this extension was originally proposed.

1. Clean water is not a luxury, it is a necessity, both now and in perpetuity.

Protecting our water resources, including wetlands that provide critical ecosystem services, must be a top county priority. In fact, Maryland is often a leader in working to address stormwater management to reduce runoff; investing in miles of unnecessary additional impervious surface, through prime remaining wetlands and farmland, seems contradictory.

2. New highways encourage sprawling development and induce highway demand.

Widening and expanding highways at best provide only temporary traffic congestion relief, because they encourage more and more driving and concentrate drivers onto fewer routes. Of course, in this case, M83 does not claim to even temporarily relieve congestion; the county's own traffic models do not show any of the build-alternatives performing better than the status quo. Instead, it simply counteracts other investments the area is making in alternative transportation methods that have a better chance of reducing car congestion while improving quality of life and environmental health.

3. Building costly unnecessary highways is an irresponsible use of transportation funding that could be put toward more sustainable and equitable projects.

For example, of the proposed alternatives, Alternative 2, which proposes upgrades to MD355, costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. 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.

There are many reasons to oppose this project, which will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

Please consider the full impact of construction and reject the permit.

Signed,

Emily Susko

Emily Susko
6815 Eastern Ave, Apt 1
Takoma Park, MD 20912

ANGELA TABLADA

ATABLADA@verizon.net

[Hide details](#)

To:



Date: August 7, 2013, 12:55 PM

Dear Mr. McKewen,

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

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Signed,

ANGELA TABLADA
10712 AUTUMN LEAF PLACE
GERMANTOWN, MD 20876

TAME Coalition

to TAME

Aug 7 [Details](#)

Joint Public Hearing for the Midcounty Corridor Study,
For US Army Corps of Engineers and Maryland Dept of Environment
August 7, 2013 in Germantown, Maryland .

My name is Margaret Schoap, TAME Coalition, from Germantown. I want to thank the U. S. Army Corps of Engineers (COE) and Maryland Department of the Environment (MDE) for your efforts here tonight to protect the sensitive, high biodiversity area in the upper reaches of the Seneca Creek stream valley and wetlands. And I am grateful for the work done by McDOT and their consultants in the Midcounty Corridor Study to define the impacts of the proposed highway on plant and animal life and water quality in the forests and stream valleys that would be lost or degraded.

The Draft Environmental Effects Report (EER), which we are addressing tonight, falls short of being an adequate base on which to allow this project to be granted the allusive wetlands permit.

The environmental impacts are why we are here tonight, and are the primary reason not to allow M-83 to be constructed. In spite of many assurances of “mitigation”, impacts from major construction simply cannot be mitigated. To bisect parkland with a six-lane swath for a highway will essentially eliminate the park. Disruption of wildlife habitats, introduction of air and water contaminants to the creek and high---biodiversity areas, elimination of mature forest canopy, noise elevation and visual impacts; these things cannot be mitigated. 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 place enormous levels of fill into streams and wetlands, all along the proposed route.

The Draft EER fails to consider alternatives which would combine Alternative 2

Transportation Management Strategies, with selected improvements to existing roads, and adding innovative transit possibilities. The Draft EER only seriously considered road alternatives which naturally favored a result of a new highway. In this massive 1000+ page Draft EER document, mass transit is given 1 ¼ pages of token inclusion. It is not seriously explored as an alternative, as required by NEPA.

The TAME Coalition believes that you must reject this application for wetlands and other permits. Montgomery County should not follow up with further study of the road option, but rather with the development of a 21st Century transportation plan. We support eliminating M-83 from the Master Plan of Highways and implementing multiple, viable, and available transportation solutions in its place.

Respectfully submitted,

Margaret Schoap

Organizer for

**Coalition for Transit Alternatives to Mid-County Highway
Extended (TAME)**

see our [TAME Coalition Blog](#)

240-581-0518

Dorothy Tartaglia

dlffitag01@comcast.net

[Hide details](#)

To:



Date: August 4, 2013, 3:10 PM

Dear Mr. McKewen,

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

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Signed,

Dorothy Tartaglia
2423 Dennis Ave.
Silver Spring, MD 20902

Brent Taylor

betaylor2004@comcast.net

[Hide details](#)

To:



Date: August 21, 2013, 12:30 PM

Dear Mr. Dinne and Mr. McKewen:

I attended July 19, 2013 session held at Seneca High School, and listened to most of the testimonies. I had to leave early though and didn't speak up, but wanted to compliment you and other members of the commission as finding the best approach can be a challenging process that the public may not fully appreciate.

My family has lived on the corner of Glendevon Court and Brink Road since 1998, we have first hand knowledge of how much the traffic has grown on Brink. Traffic is often at very excessive speeds and road noise is continuous. Despite the desires of most people attending the July 19th session, a new road needs to be finished. We support its construction.

More on the personal side, there are many reasons why Alternative 4 should not be selected:

1. Financial – A considerable amount of my personal net worth is invested in that house. Lori and I are in our mid 50's, and will likely be selling it in the next 5-10 years, and a decision to widen Brink Road would cause an immediate, significant financial loss in the value of the house and consequently our retirement plans.
2. Brink Road noise too high - The house is physically close to Brink Road, and for the past several years, we haven't been able to entertain in our back yard or on our back deck due to the road noise. Alternative 4 would make things considerably worse as the house would be inside of the 67 dB line with the road. You can't move the house and noise mediation would be direly needed.
3. Water - Like most everyone else on Brink Road, we are on well/septic. Our well is between the house and Brink Road. It is likely that the well would be lost if Brink is widened and if not recoverable, my home would be lost to the construction as well.
4. Driveway - While my driveway is on Glendevon Court, it's only about 75 feet from Brink Road, and in addition to taking a portion of my property, you will need to move my driveway. The move will probably require the drive to go right through the front of my yard and across the front of my house. It would have an additional negative esthetic impact on my home and a corresponding negative impact on the value of the

property.

5. Your budgets for road construction - In my review of the budget, they address the road construction costs, but they don't address the financial ramifications upon home owners and stakeholders of the community being affected (new wells, home value losses, personal hardships due to construction inconveniences, etc..) Please re-look those budget estimates and add the impact of the residents to the cost of the construction and Alternative 4 will become very much less attractive. Consider compensating the stakeholders for their financial losses if the alternative selected affects their financial well being.

6. The house immediately to the west of us on Brink is very close to the road. Either you will need to purchase that house or someone would have to move it's driveway...imposing additional negative ramifications on another neighbor (possibly us) as you will have to force the moving of property lines and sharing of a driveway.

The issues go on, and we expect there are many common themes from all of the people or organizations that have provided you inputs. So I don't want to belabor the points.

In summary, we support the construction of the road from Clarksburg to Mid-County highway. In fairness to us (and all others that purchased houses over a decade ago), we purchased a home with the understanding that the new road would be constructed along the route of what is now Alternative 9A. We are not supportive of your choosing Alternative 4A, but are supportive of your adhering to the original plan (Alternative 9A).

Respectfully,

Brent & Lori Taylor

Brent Taylor

betaylor2004@comcast.net

[Hide details](#)

To:



Date: August 21, 2013, 12:38 PM

Just a personal post email comment.

I want to emphasize the first paragraph.

Your jobs can't be easy and individuals / organizations lobbying are everywhere. The commission has my respect and gratitude.

Very respectfully,

Brent

Northgate Homes Corporation

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

Good Evening,

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

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

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

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

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

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

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

Thank you.

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

George Thomas

gxthomas@comcast.net

[Hide details](#)

To:

[REDACTED]

[REDACTED]

Date: August 14, 2013, 9:34 PM

We are residents of the Arora Hills Development in Clarksburg. This is to express our full support for the construction of M-83 or Midcounty Highway, an important piece of highway between Ridge Road (MD 27) and Montgomery Village Avenue. The roadway will provide a great straight-shot connection from Clarksburg along Snowden Farm Parkway to Shady Grove Road (quick access to Shady Grove Metro Station), Intercounty Connector (or ICC, MD 200), and points east such as I-95, BW Parkway, BWI airport, Annapolis, and Eastern Shore. The roadway will make a big difference in our quality of life, access to regional resources and jobs, general local economic development. We urge you to issue a permit and start construction of this very important segment of highway for the residents of Clarksburg, Damascus, and Germantown.

Thank you.

George Thomas & Mini Varughese

23124 Persimmon Ridge Rd

Clarksburg, MD 20871

301-515 7802

wlthompson2@verizon.net

wlthompson2@verizon.net

[Hide details](#)

To:

[REDACTED]

[REDACTED]

Date: August 15, 2013, 10:05 PM

Dear Mr. Dinne and Mr.Mckewen:

My husband and I are writing to you to advise you of our support for the current Master Plan, Alternative 9A.

We have been residents in our home (11013Tрева Ct. Germantown, MD) for over 30 years and have watched the development ofGermantown andClarksburg spoil the beautiful country surrounding us.

Fiscally speaking, the master plan would be the most prudent for the county as the land is already paid for.

We want the county to continue its support in protecting the Agricultural reserve. We believe the aforementioned alternative will do just that. We respectfully request that you support this effort going forward. Thank you.

Sincerely,

William L. and MaryAnn Thompson

Mary Tilbury

mary.tilbury@comcast.net

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

[Redacted]

[Redacted]

Date: August 11, 2013, 8:31 AM

Mr. McKewen,

wanted to take this opportunity to express my firm opposition to Alternative 4 in relation to the Mid County Highway project. There are several other alternatives that better address the goals and objectives that are driving this project , and ones that will better serve and preserve the Montgomery Village community.

Mary S. Tilbury

19817 Greenside Terrace

Montgomery Village, MS 20886



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

Error in Public Notice 13-37

Charles R. Tilford <charlestilford@verizon.net> Sat, Jul 6, 2013 at 3:04 PM
To: "Jack Dinne, USACE" <john.j.dinne@usace.army.mil>, Sean McKewen <sean.mckewen@maryland.gov>
Cc: Greg Hwang <greg.hwang@montgomerycountymd.gov>, "Charles R. Tilford" <charlestilford@verizon.net>

The Public Notice #13-37 of the Environmental Public Hearing scheduled for August 07, 2013 contains a significant error.

On page 3 in the description of Alternative 9-Master Plan Alignment, Northern Terminus Option A is stated;

"Northern Terminus Option A would be a four-lane divided highway from Ridge Road to Watkins Mill Road. Option A would intersect Brink Road and cross through North Germantown Stream Valley Park, Seneca Crossing Local Park, Dayspring Church Silent Retreat Center, and All-Souls Cemetery".

In fact, Alternative 9, Option A passes adjacent to the eastern edge of the Dayspring property on a reserved right of way now owned in whole or part by Montgomery County. The implied effects on the use of a 206 acre site from a road passing through or adjacent to the site are quite different. Your correction of this error in future written or oral presentations will help in a balanced consideration of a contentious issue.

Also, in the interest of completeness, it would be well to note that Alternative 9, Option D passes through the Agricultural Reserve.

Thank you,
Charles R. Tilford
9910 Brink Road
Gaithersburg, MD 20882
301 926 6751

Cynthia Tiren

tirenfamily@verizon.net

[Hide details](#)

To:



Date: August 18, 2013, 8:40 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,

Cynthia Tiren
20313 Sandsfield Terrace
Germantown, MD 20876

Craig Tiren

thetirens@gmail.com

[Hide details](#)

To:



Date: August 18, 2013, 7:46 AM

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

Dear Mr. McKewen,

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

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

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

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

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

Signed,

Craig Tiren
20313 Sandsfield Terrace
Germantown, MD 20876

Harper Jean Tobin

harperjeantobin@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 4:21 PM

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

Harper Jean Tobin
7107 Holly Ave
Takoma Park, MD 20912

r3ming@yahoo.com

r3ming@yahoo.com

[Hide details](#)

To:



Date: August 21, 2013, 10:21 AM

Dear Mr. Dinne & Mr. Mckewen,

We support the Master Plan route, Alternative 9A, for M-83, the completion of Mid-county Highway.

We are against Alternative 4, Alternative 4 impacts a large number of houses and does not meet the stated needs of the road.

We are against Alternative 9B & 9D.

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

Sincerely,

Regina & Shiu-Tong

Shiu Tong & Regina Ming
21301 Lawland Court
Germantown, Maryland 20876
301-972-1135

REV M VINCENT TURNER

FierceCelt@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:23 AM

This message may not have been sent by: FierceCelt@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

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

Signed,

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

Dana Uehling

theuehlings@verizon.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 19, 2013, 6:23 PM

August 19, 2013

Dear Mr. Dinne and Mr. McKewen,

I want to express my support for the Master Plan route, Alternative 9A, for M-83, the completion of Midcounty Highway. Alternative 9A best meets the stated needs for the road, development has been approved based on this alignment, and home owners have made plans, including the decision to purchase a home, based on this master plan alignment.

I am against Alternative 4. Alternative 4 impacts a large number of homes and does not meet the stated needs of the road. It would involve a large expense and huge personal impact without meeting the needs for the road.

I am against Alternatives 9D and 9B. Alternative D impacts more residences, more forest, more piped streams, and more farm land than Alternative 9A. The total number of acres negatively impacted is far greater with alternative 9D than with Alternative 9A.

The farm land impacted by Alternative 9D is part of Montgomery County's Agricultural Reserve – an effort to preserve land for agriculture within

Montgomery county. A church was denied the ability to build on this land in the Agricultural reserve due to the detrimental impact it would have. A road built on this land would be damaging as well. If we use this agricultural land for a road, what other uses of land within the agricultural reserve will be approved in the future? If the county is serious about preserving the agricultural land, this road should not be built on it.

My family would be directly impacted by Alternatives 9B and 9D. We bought our home for the wooded lot and the fact that it backs up to parkland. We bought it with the intention of keeping it wooded and spending many hours walking in the woods and enjoying nature, which we do regularly. Our children have learned about nature, the changing seasons, and forest lifecycles. They have named areas and tree stumps ("puppy playground", "the kitty cat", etc.), and will be heart-broken if they are destroyed. We enjoy seeing deer, fox, ground hogs, bunnies, and birds (including Pileated Woodpeckers). We bought this property with full knowledge of the M-83 master plan and that the road would be far enough from our home to have little negative impact on us. We considered several different locations when looking for a home, but ruled them out based on the planned route for M-83. We trusted our government to use the land that they own and to stick with their published master plan.

The "parkland" mentioned in Alternative 9A is land that the county bought with the intention to use it for a road. Alternatives 9B & 9D contain land bought by private citizens with the intention of keeping it wooded. It seems wrong to take someone else's land and build a road on it when you already own land that you bought for that same road, especially when there is not a significant difference in the environmental impact.

Since there is not a significant difference in the environmental impact of

Alternative 9 Option A versus Option D, and Alternative 9 meets all the of the needs for the road, the master plan alignment, Alternative 9A should be selected as the preferred route for this road. Plans have been made based on this master plan alignment and there is not a good reason to deviate from it.

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

Sincerely,

Dana Uehling and Mark Uehling

21300 Lawland Court

Germantown, MD 20876

theuehlings@verizon.net

Rachel Unger

ungerr@gmail.com

[Hide details](#)

To:



Date: August 2, 2013, 9:50 AM

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

Rachel Unger
24300 Peach Tree Road
Clarksburg, MD 20871

Susan Valiga

sbvaliga@aol.com

[Hide details](#)

To:



Date: August 1, 2013, 10:00 PM

Dear Mr. McKewen,

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

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

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

Signed,

Susan Valiga
1616 Marshall Ave
Rockville, MD 20851

Susan Valiga

sbvaliga@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 11:14 AM

Dear Mr. McKewen,

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

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

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Signed,

Susan Valiga
1616 Marshall Ave
Rockville, MD 20851

Helen van Terheyden

helen@vanterheyden.com

[Hide details](#)

To:



Date: August 14, 2013, 2:45 PM

Attn: Mr. Sean McKewen
160 South Water Street
Frostburg, MD 21532

Dear Mr McKewen,

I strongly oppose Alternative 4. It is completely incompatible with the Master Plans that are the basis for our community development. It is located well outside the central transportation corridor area it is supposed to support. Passing through an area of long-established residential areas with the impediments of many individual driveways and multiple intersecting roads it will produce manufactured gridlock and much disruption to individual homeowners, businesses and everyone driving in our area. This in turn will generate excessive air pollution and carbon dioxide emissions detrimental to nearby residents and church schools.

I also strongly oppose Options B and D of Alternative 9. These options will devastate several homes located on or near Brink Road and adversely impact the Agricultural Reserve.

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

Alternative 4 will intersect 35 existing roads, cross 90 driveways and require four high-volume multi-lane right angle traffic turns. Alternative 9, Option A (M-83) will not displace homes, intersects only 1 driveway and 11 existing roads, and is configured for smooth traffic flow. I therefore support building M-83 along the original MasterPlan route.

The County created a plan and all development, purchases and planning was based on that plan - there is no basis for changing this plan which will create more traffic, pollution and environmental damage to existing communities. Stick with the plan.

Sincerely,

Helen van Terheyden

Resident 9204 Huntmaster Road, Laytonsville, MD 20882

Nick van Terheyden

nickvt@gmail.com

[Hide details](#)

To:



Date: August 9, 2013, 4:00 PM

Attn: Mr. Sean McKewen
160 South Water Street
Frostburg, MD 21532

Dear Mr McKewen,

I strongly oppose Alternative 4. It is completely incompatible with the Master Plans that are the basis for our community development. It is located well outside the central transportation corridor area it is supposed to support. Passing through an area of long-established residential areas with the impediments of many individual driveways and multiple intersecting roads it will produce manufactured gridlock and much disruption to individual homeowners, businesses and everyone driving in our area. This in turn will generate excessive air pollution and carbon dioxide emissions detrimental to nearby residents and church schools.

I also strongly oppose Options B and D of Alternative 9. These options will devastate several homes located on or near Brink Road and adversely impact the Agricultural Reserve.

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

Alternative 4 will intersect 35 existing roads, cross 90 driveways and require four high-volume multi-lane right angle traffic turns. Alternative 9, Option A (M-83) will not displace homes, intersects only 1 driveway and 11 existing roads, and is configured for smooth traffic flow. I therefore support building M-83 along the original MasterPlan route.

The County created a plan and all development, purchases and planning was based on that plan - there is no basis for changing this plan which will create more traffic, pollution and environmental damage to existing communities. Stick with the plan.

Sincerely,

Nick van Terheyden, MD

Animated Antmo

animatedantmo@yahoo.com

[Hide details](#)

To:



Cc:



Date: August 22, 2013, 8:17 PM

Mr. Dinne and Mr. McKewen;

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

Sincerely,

Anthony & Sasha Varner

20590 Strath Haven Dr

Montgomery Village MD 20886

Mini Varughese

micro385@gmail.com

[Hide details](#)

To:

[REDACTED]

Date: August 20, 2013, 9:41 PM

I wanted to write to support the construction of the M-83 to connect Ridge Road to Montgomery Village Ave. We need a way to connect to the ICC. I enjoy using the ICC but coming home and hitting the 270 traffic is horrible. Considering the Clarksburg community is continuing to grow, we need the infrastructure to support this area.

Please finish the ICC.

--

Sincerely,

Mini Varughese

23124 Persimmon Ridge Rd
Clarksburg, MD 20871

Rick Venable

rick.venable@verizon.net

[Hide details](#)

To:



Date: August 4, 2013, 12:29 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,

Rick Venable
802 Wade Ave
Rockville, MD 20851

grishav@comcast.net

[Hide details](#)

To:



Cc:



Date:

All,

We have been living in the Points community of Montgomery Village for almost 10 years, and we are definitely not happy with the Alternative 4 plan, which would extend the Mid-County Highway to pass essentially next to our house. We are very concerned about the noise and pollution that this highway will inflict on our property, let alone additional traffic. We have selected this community because of the quiet and secure atmosphere that it currently provides.

Thank you,

Gregory Vinogradov
Nina Yegorova

Courtney Voigt

courtneyvoigt@gmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 21, 2013, 10:10 AM

Mr. Dinne and Mr. McKewen;

I am a resident of Clarksburg, MD. My husband commutes daily to DC and I commute locally - most commonly using 355. The current traffic in rush hour, as well as off peak times, presents an enormous burden to upcounty residents. The County has allowed explosive growth in these upcounty communities like Clarksburg without first building the supporting road system out to completion.

I strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options. This is part of the existing Montgomery County Master Plan and has offered residents of the county the most transparency in long range planning. I support Alternative 9A, as it leverages the existing highway infrastructure and makes improvements by connecting existing roadways while offering the least amount of disruption to communities. Upcounty residents need traffic relief sooner rather than years down the line.

Thank you for your consideration on this matter.

Sincerely,

Courtney Voigt

courtneyvoigt@gmail.com

Mike Wade

mwade@aeieng.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 12, 2013, 11:39 AM

Dear Sirs,

I was at the Public Hearing last Wednesday, Aug. 7, 2013 at Seneca Valley High School. I live in the Midcounty-Corridor area at 20921 Lochaven Ct., Gaithersburg, MD. I would like to be sure that you are aware that I am strongly against Alternate 4 (modified) and am a proponent of the Masterplan Alternate 9A.

Sincerely,

Michael A. Wade

MIKE WADE,PE

Project Manager

MECHANICAL SYSTEMS

Way Wan

way.wan@comcast.net

[Hide details](#)

To:

[Redacted recipient list]

Cc:

[Redacted recipient list]

Date: August 7, 2013, 7:47 AM

Hello,

Our family has grave concerns with the proposed Alternative 4 Modified plan. We are new home owners off of Brink Road and what brought us to this area was the perceived safety and beauty of the area. With three small children living off of Brink Road, safety is our priority. With the proposed Alternative 4 Modified plan, it would widen Brink Road by taking our land and making the road closer to where our young children play. This is unacceptable.

Additionally, children will have to cross a major highway to go on school buses. The air pollution as a result of the significant traffic that will be generated by small and large vehicles will no doubt affect our children's quality of life.

Montgomery County has always led the state of Maryland in innovation and imagination. If our best plans include taking our mothers' and fathers' homes, our daughters', sons' and neighbors' land then we have failed our community.

The County Executive and Council members would have failed because such a plan was approved. The US Army Corps of Engineers and Maryland Department of the Environment would have failed for proposing such a plan. And county citizens would have failed for not doing enough to stop the plan from becoming reality. We can do better.

In reviewing the various Alternatives for consideration, it would appear that Alternative 9, Option A would be the plan that has the least amount of interference to individual lives, while aligning with the Master Planned M-83. However, we urge county leaders to also consider the no-build Alternative 1 and devise a more green transportation strategy that reduces our carbon footprint in our communities

However, if Alternative 4 or any other variations to expand Brink Road now or in the future, we formally request that a high retaining wall be erected on the Cog Wheel Way side of Brink Road that stretches between Cog Wheel Way and Kaul Lane.

Regards,

The Wan Family

21013 Cog Wheel Lane

Germantown, MD 20876

Ann Ward

ann@wardworks.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

[REDACTED]

Date: August 20, 2013, 5:00 PM

Gentlemen:

Please be very assured that we in Montgomery Village, MD, are vehemently opposed to any plans which will funnel more cars through our Village. My husband and I have lived here for 40 years and have seen all manner of plans presented to divide our Village. Montgomery Village was not built to withstand being divided into sections, thereby isolating our individual homes corporations into pockets. We are not happy to know you're back again with more inane ideas to divert more cars and people through our town. More cars mean more emissions, noise, safety hazards for pedestrians plus our school kids, and destruction of our beloved wetlands. Montgomery County lands have been "concreted over" so much so that the wildlife left in the small areas are roaming our streets and green spaces for lack of habitat.

Please drop any ideas other than working on improvements for 355 going north. That's all my husband and I vote for. Fix what you've got!!

To the County Council: Please abandon any idea other than using funds to repair what's already in existence. Among other things, our roads and side streets are in terrible disrepair. I could take thousands of pictures showing "patch upon patch" on many side streets just in my immediate neighborhood. Of course there are many other projects that need attention besides roads.

Ann Ward

Jerry Ward

10513 Wayridge Dr.

Montgomery Village, MD 20886

Mary Ward

marhward@hotmail.com

[Hide details](#)

To:



Date: August 1, 2013, 6:56 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. We need bus rapid transit and more bike connections-- not more highways

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

Mary Ward
10196 Wickshire Way
Rockville, MD 20852

George Wedberg <wedbergg@verizon.net>
to me, greg.hwang, county.council, oicemail

Aug 11



Mr. McKewen --

I am writing to ask that you reject Alternative 4 for the Mid-County Highway. Alternative 4 would have a devastating effect on Montgomery Village, as it would split it with a six-lane highway.

North Village, Northgate, and East Village are quiet residential communities that would be destroyed by the noise alone. Access to these communities would be made very difficult, and walking or biking to other communities within the Village would be dangerous and difficult.

Please reject Alternative 4.

George Wedberg

wedbergg@verizon.net

301-869-0758

Mark Weikert

mark@blrholdingsinc.com

[Hide details](#)

To:



Date: August 7, 2013, 10:16 AM

Dear Mr. McKewen,

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

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,

Mark Weikert
20501 Watkins Meadow Drive
Germantown, MD 20876

Michele Weikert

Memphis.skye@verizon.net

[Hide details](#)

To:



Date: August 7, 2013, 6:09 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,

Michele Weikert
Watkins Meadow Drive
Germantown, MD 20876

Susan Wenger

susanwengermail@yahoo.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Date: August 11, 2013, 12:20 AM

Dear Mr. McKewen,

On August 7, 2013 I spoke at a hearing at Seneca Valley High School to express my strong opposition to Alternative 4. In addition to what I said there, I want to tell you something that I saw just today.

I was driving home on Wightman Road and I saw a dead animal (probably a groundhog) on the road. This is not an everyday occurrence, but I do see run-over animals from time to time, probably about one every two weeks. I have seen small animals such as squirrels, and skunks and occasionally foxes dead on the road, and I have seen dead deer on Wightman Road as well in the past, but not often - possibly two deer a year. If Wightman Road is widened, reducing wildlife habitat, I think there will be a lot more animals run over, as they lose their habitat and cover and the areas they are accustomed to living in. Please remove Alternative 4 from the list of alternatives, to protect the local environment and wildlife habitat. I fear that the widened road would be devastating to any pet dog or cat who escapes someone's yard, and it will also be dangerous for the many, many children who live in North Village and try to cross Wightman to get to the North Creek lake, North Creek Nature Center, North Creek pool, and other Montgomery Village attractions. It will also adversely affect air quality, water and air pollution, and noise levels in my neighborhood. The potential route involved will affect many more families and humans as well as wildlife than any of the other alternatives, I believe.

Susan Wenger

9305 Bathgate Court

Montgomery Village, MD 20886

Marty Wenk

mwenk_9@hotmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 11, 2013, 3:58 AM

Dear Messrs Dinne and McKewen;

I want to express my support for the Master Plan route, M-83, Alt 9A, to complete the Midcounty Highway. We regret the impact on residents in the Alt 9 area, but the long planned construction of M83 was or should have been apparent as it was to others who chose other non-impacted areas to reside in. Changes to that plan would affect the confidence of many in the local government and its credibility. I have lived in the Midcounty Corridor area for 36 years and have had to cope with ever increasing dangerous and time consuming congestion on roads ranging from our small rural rustic roads to I-270. Someday we hope to see one of the "21st century" transit systems for our area, but our transportation problem is here, the problem is now, it is only becoming worse, and we will always need an effective road system. Our daily life, jobs, shopping, daycare, local bus service, etc. require safe and efficient roads. The selection of Alt 2 (the improvement of MD 355) and the future long term expansion of mass transit alternatives along that route will not be enough to reduce the congestion already present on that road and existing alternative routes. Its seems more effective to add M-83 Alt 9A as another east of I-270 bypass that together with the Western bypass (Seneca Highway), I-270, M355, M83, and other local proposed linking road included in the Master plan will make the biggest positive impact.

Completing the Midcounty Highway as originally 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. It will allow expected and desirable growth and development of the Upcounty and lower Frederick county areas which has already proceeded to a great extent 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. However the small incremental increased damage to the physical environment from the choice of building Alt Modified 4 over Alt 9A will be relatively small. The post construction environmental changes due to traffic, emissions, and watershed affects should be awash for the two roads and possibly greater in the Alt 4 areas where residents depend on well and septic rather than public water supply and sewers and the pollutant-producing stop and go traffic may even be increased (see below). Ecological changes will be mitigated in all cases, and the effectiveness of such efforts can be seen in the restoration efforts in the wetlands north of Brink Road in the Huntmaster Road area and south of Shady Grove Road in the area of the ICC construction. In addition for the lower apparent cost of Modified 4 the county will have wasted that money on a road that will be ineffective at reducing congestion by the inclusion of a much larger number of access points than the designed and long planned limited access Alt 9A plan. The longtime set aside of the M83 right of way resulted in less accesses and a lack of existing homes that would be impacted by the road. The 4A Alt will result in an increase in the number of traffic light controlled intersects and uncontrolled residential, business, and church/school accesses, the complete loss and range of partial losses of personnel property, a range of property value losses, a reduction of assets for the future cost of living of retired families staying in the area, the damage to or loss of well and septic systems and the cost of added public water and sewage systems, and the cost of a large number of sound barriers. The inability to negotiate left turn paths of travel along the right turn only accesses created by the unintersected portions of the route will create congestion, longer travel times instead of shorter, and increased accidents during u-turns along the high speed road can be expected. Last but not least a larger number of Historical structures and the 130 year old post-civil war Afro-American freed slave community at Preathertown will be seriously impacted.

We it is necessary to complete an effective road system that will allow us to make the best use of the very large Upcounty residential and commercial development, and the associated environmental disturbance, that has already taken place over the last several decades. The end result will be a net improvement in personal well being, economic health, and automotive induced emissions.

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

Thank you,

Martin and Nancy Wenk

Resident on the proposed M83 Alt Modified 4 route

9740 Wightman Road

Gaithersburg, MD 20879

Marty Wenk

mwenk_9@hotmail.com

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

[REDACTED]

Date: August 11, 2013, 3:45 AM

Dear Messrs Dinne and McKewen;

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

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

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

Thank you,

Martin and Nancy Wenk

Resident on the proposed M83 Alt Modified 4 route

9740 Wightman Road

Gaithersburg, MD 20879

Suzanne White

suziewhite@yahoo.com

[Hide details](#)

To:



Date: August 2, 2013, 1:09 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,

Suzanne White

Suzanne White
84 Windbrooke Circle
Gaithersburg, MD 20879

Jean Whitman

jean.whitman@comcast.net

[Hide details](#)

To:



Date: August 7, 2013, 12:56 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 the 7 August 2013 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 is 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,
Jean A. Whitman

Jean Whitman
20218 Grazing Way
Montgomery Village, MD 20886

ohn Whitty

whittyjs@yahoo.com

[Hide details](#)

To:



Date: August 2, 2013, 9:30 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.

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

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

Signed,

John Whitty
7305 Oakridge Ave
Chevy Chase, MD 20815

rwi3206724@aol.com

rwi3206724@aol.com

[Hide details](#)

To:



Date: August 19, 2013, 2:22 PM

Public hearing testimony on CORPS: CENAB-OP_RMN (Mid County Corridor Study) 2007-07102-M15 and MDE Nontidal Wetlands and Waterways: 13;NT;3162/201360802/AI No. 140416

Dear Mr. Jack Dinne and Mr. Sean Mckewen:

Attached is a spreadsheet that I put together from the study information showing all wetland and stream impacts for alternate 9, the master plan alignment. This supports the request to reject the wetland and water quality permit applications based upon the number of wetland and stream crossings involved and the fact that this alignment was chosen before the 1972 Clean Water Act. This chart should have been in the study in the first place so that the public could readily see the impacts in one place. The fact that this alignment is selected for a General or Nationwide permit makes a mockery out of the current Federal and State wetlands protection.

Please reject the permits and this alignment.

Richard D. Wilder

Citizens to Save South Valley Park and Whetstone Run

9969 Lake Landing Rd.

Montgomery Village, MD 20886

(301) 208-1828

RWi3206724@aol.com

Alternative	Wetland Areas	Stream	Location	Existing Conveyance	Proposed Conveyance	Wetland Fill (SF)	Wetland Conversion (SF)	Stream Relocation (LF)	Bridge Length (LF)	Bridge Width (LF)	Bridge Underclearance (LF)	Culvert Length (LF)
9	WUS66	Whetstone Run	East of MVA near Goshen	Culverts	Longer Culverts			186				150
9	W68	Near Walkers Run	Between Walkers Choice and Christopher	None	Swale			243				
9	W67	Near Walkers Run	Between Walkers Choice and Christopher	None	Fill	3,463						
9	WUS53	Whetstone Run	East of Watkins Mill Rd. North of Windbrooke Condos	Watkins Mill Bridge	Pedestrian Bridge				225	14	5	
9	W57A	Whetstone Run	East of Watkins Mill Rd. North of Windbrooke Condos	None	Fill	1,857						
9		Whetstone Run	Watkins Mill Rd.	Watkins Mill Bridge	Wider Watkins Mill Bridge							
9	W63	Whetstone Run	Blohm Park	None	Fill	9,296	0					
9	W58	Whetstone Run	Westof Watkins Mill Rd.	None	Two Span Bridge and Fill	198	1,986	746	230		11	
9	W61/62	Whetstone Run	Westof Watkins Mill Rd.	None	Fill	161						
9	W64	Whetstone Run	Westof Watkins Mill Rd.	None	Fill	372						
9	W77	Seneca Creek	Seneca Creek	None	Three Span Bridge	21,895	33,894		500		17	
9	WUS78	Seneca Creek	Brandermill Tributary	None	One Span Bridge		11,425		170		25	
9	W79	Seneca Creek	Brandermill Tributary	None	One Span Bridge							
9D	W72	Dayspring Creek	Dayspring	None	Two Span Bridge and Fill	851	21,519		280		16	
9D	WUS1	Seneca Creek Tributary	North of Brink Rd.	None	Pipe Culverts			229				
9D	WUS69	Wildcat Branch	Wildcat Rd.	Culverts	165 ft Longer Culvert			165				165+
Total						38,093	68,824	1,569	1,405			

rwi3206724@aol.com

rwi3206724@aol.com

[Hide details](#)

To:



Date: August 15, 2013, 12:02 PM

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

From: rwi3206724 <rwi3206724@aol.com>

To: sean.mckewan <sean.mckewan@maryland.gov>

Sent: Thu, Aug 15, 2013 11:52 am

Subject: Fwd: Public hearing testimony on CORPS: CENAB-OP_RMN (Mid County Corridor Study) 2007-07102-M15 and MDE Nontidal Wetlands and Waterways: 13;NT;3162/201360802/AI No. 140416

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

From: rwi3206724 <rwi3206724@aol.com>

To: john.j.dinne <john.j.dinne@usace.army.mil>; sean.mckewan <sean.mckewan@maryland.gov>

Sent: Wed, Aug 14, 2013 2:08 pm

Subject: Public hearing testimony on CORPS: CENAB-OP_RMN (Mid County Corridor Study) 2007-07102-M15 and MDE Nontidal Wetlands and Waterways: 13;NT;3162/201360802/AI No. 140416

8/7/13

Addressees:

U.S. Army Corps of Engineers

Baltimore District

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

P.O. Box 1715

Baltimore, Maryland 21203-1715

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

Maryland Department of the Environment

Wetlands and Waterways Program

Attn: Mr. Sean McKewan

160 South Water Street

Frostburg, Maryland 21532

e-mail: sean.mckewan@maryland.gov

Subject:

Public hearing testimony on CORPS: CENAB-OP_RMN (Mid County Corridor Study) 2007-07102-M15 and MDE Nontidal Wetlands and Waterways: 13;NT;3162/201360802/AI No. 140416

Testimony:

How MCDOT biased the Mid-county Corridor Study to Master Plan alternative #9.

1. Did not provide a transit alternative. This guaranteed that only a road will be selected.
2. Limited the study area to only east of I-270 when development to the west is taking place.
3. Said that another major highway is needed east of I-270 to compliment the Great Seneca Highway when we already have MD-355 and certainly do not need another within 1 mile of I-270 and MD-355.
4. Did not point out that you are relieving traffic in a commercial corridor to provide a pass-through in a residential corridor.
5. Only allowed one alternative to be selected, not a combination.
6. Set the public hearing halfway through the 60 day comment period.
7. Set the public hearing in August when most people are on

vacation.

8. Required speaker signup only at the public hearing at 4:30 PM during normal working hours on a weekday.
9. Did not follow the NEPA process which requires that upgrading of existing alternatives are given a higher priority than building a new highway through an alignment laid-out before the Clean Water Act.
10. Did not explain to the public how wetlands will be degraded but not counted as being impacted.
11. Did not explain to the public how streams are to be modified to accept more runoff from the highway and still maintain water quality.
12. Did not explain to the public how the floodplain will be impacted by loss of forests and wetlands.
13. Did not explain to the public how high quality mature forested wetlands will be mitigated by planting of stick trees elsewhere.
14. Put in a "poison pill", alternative 4 modified, which is excessively wide to generate a lot of resident impact and anger.
15. Did not point out how alternates 5, 8 and 9, will result in 4 failed intersections on lower Mid-county Highway: Woodfield, Washington Grove, Miller Fall and Shady Grove roads.
16. Underestimated the cost of alternative #9 to \$350M when even inflation from the last 1992 estimate (\$256M) would bring it up to \$504M not including the extra bridging, retaining walls, fill, stream relocation, piping, etc. which would bring it much higher.
17. Did not allow EPA to attend the public hearing which indirectly involves air as well as water quality.
18. Did not identify the Wetlands Permit type requested which is apparently some kind of General or Nationwide permit which avoids having an Environmental Impact Statement (EIS) or Environmental Assessment Statement (EAS) which is why DOT is saying the amount of wetlands impacted is less than 1 acre.
19. Did not label the maps displayed at the public hearing to identify:

- a. International Silent Retreat Dayspring Church in Germantown.
- b. Normandie II Condominiums in Montgomery Village, one of the most impacted.
- c. Mislabeled several Stedwick Homeowner Associations in Montgomery Village.
- d. Important Watershed Tributaries such as Dayspring, Brandermill, and Wildcat.
- e. Bridges, wetland fill, stream relocation, stream piping, temporary wetland impacts, stormwater management facilities.

Summary:

“Citizens to Save South Valley Park and Whetstone Run” supports alternatives 1, 2 and 5 and opposes alternatives 4 modified, 8 and 9. Alternate 2 provides the best cost benefit choice. We also support transit alternatives, Corridor City Transitway (CCT) and Bus Rapid Transit (BRT). We oppose granting of essentially a Nationwide or General Wetlands permit and also a Water Quality permit based upon the alternates 8 and 9 alignment, stream relocations, wetlands filling, stream piping, inadequate bridging, inadequate stormwater management, degrading of wetland quality and inadequate counting of wetland impact and function. The Seneca Creek watershed is required to reduce Maximum Daily Load (MDL) sediment loading by 45% by 2020 and the master plan alignment would increase this not reduce this. This study should have had an Environmental Impact Statement (EIS) or an Environmental Assessment Statement (EAS) as was done in the 1992 study not an Environmental Effects Study (EEG). The alternate 9 alignment done before the 1972 Clean Water Act should be removed from the master plans.

Richard D. Wilder, 9969 Lake Landing Rd. Montgomery Village, MD, 20886 (301) 208-1828 RWi3206724@aol.com



FedEx Office

FedEx Kinko's is now FedEx Office

Fax Cover Sheet

Date 8/25/2010

Number of pages 19 (including cover page)

To:

Name Ms. Paula Carlson

Company MDE

Telephone _____

Fax 410-537-3751

From:

Name Jane Ann S. Wilder

Company Citizens to Save So. Valley Park & Whetstone Run

Telephone 301-208-1828

Comments I hope this will be useful; I don't think you have seen exhibits (B) 11 pages - health study and (C) W. Post article. Before if you have any questions please call.

7 90363 00711 1
Fax - Local Send

7 90363 00714 2
Fax - Domestic Send

7 90363 00720 3
Fax - International Send

fedex.com 1.800.GoFedEx 1.800.463.3339

EP (A) = 4 pages; EP (B) = 11 pages; EP (C) = 2 pages

9969 Lake Landing Rd.
Montgomery Village, Md. 20886
Aug. 25, 2010

RE: M-83, Mid-County Corridor Study
Inaccurate and missing data

Mr. Steve Elinsky
U. S. Army Corps of Engineers
.0 Howard St.
Baltimore, Maryland 21201

By Fax: 410-962-6024

Dear Mr. Elinsky:

As we spoke today and recently, enclosed are some items re: M-83 which you said you did not have:

A. The letter I previously referred to (originally sent to Mr. Davis when he headed the project) noting a falsification of the "major themes" (Summary of Public Comments) from Mont. County sent to the agencies in 2008. It patently misrepresents, in fact, omits on the first page the high negative opinion on the Master Plan (#9) alternative, which is noted on page 2 of this document. It is hard to perceive this is an accident since they so desire Alt. #9;

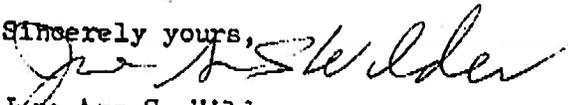
B. The Health study prepared for the G. A. S. P. air quality group composed of prominent scientists in 2005 (concerning the effect of major highways proximate to elementary and other schools) sent to then-project manager Jeri Cauthorn at the time, and again sent by me on March 8, 2008 to Greg Hwang, present-project Manager, along with other comments during a major public comment period (Watkins Mill El. is focus); and

C. A copy of a July 2010 article from the Washington Post noting the great damage to Dayspring Church Silent Retreat particularly by the Master Plan alignment (#9).

If I can offer any other information which you do not have or need, please do not hesitate to ask.

Thank you very much!

Sincerely yours,


Jane Ann S. Wilder
Citizens to Save South Valley Park
and Whetstone Run
301-208-1828

Encls:

cc: Ms. Barbara Rudnick, U. S. E. P. A
Ms. Paula Carlson, MDE ✓

9969 Lake Landing Rd.
 Montgomery Village, Md. 20886
 May 22, 2008

Mr. Joe Davis
 Program Mgr.
 U. S. Army Corps of Engineers
 10 Howard St. Baltimore, Md. 21201

RE: M-83 Mid-County Corridor Study
 Inaccurate Data on Alternative Analysis

Dear Mr. Davis:

Attached is the Summary of public comment from April 10, 2008 I obtained regarding M-83 (not obtained from the County, however).

It is specifically, factually wrong in some cases, and misleading in others. It is also incomplete according to some residents who said they submitted opinions which aren't reflected.

FALSE STATEMENTS (page 1)

1. The "Major Themes" section is appallingly wrong even according to their own data (on page 2):

A. Specifically they exclude the figures clear from page 2 (See 9 MP align) that the Master Plan Route #9 is the 3rd strongest "major theme" (92 against it). This is totally reprehensible and clearly reflects their (DPWT's) ultimate goal of pushing this alignment. (See correction pg. 1&2). This is also the alternative strongly criticized in their 1988-89 attempt to get permits. Adding insult to injury, they do not support the Master Plan alternative plus including some rationale for same? No mention is made of 92 against the Master Plan.

B. They interestingly call not widening of all existing roads the 6th popular "major theme", grouping all possible widenings together. Whereas widening of existing roads is traditionally the most environmentally friendly of capacity alternatives as the areas have already been invaded as opposed to pristine streams and contiguous wetlands and old growth forest. Also, all various widenings suggested have very different effects. Aggregating them together says little and, again, they insert huge, unprecedented medians (in no previous master plans) to discourage any interest in these alternatives.

This is the choice along with the Master Plan of DPWT's greatest supporters: Greater Goshen Civic Assn. comprised of about 200 households, and Clarksburg Civic Assn. a newly developing community to the north.

C. According to a large group in Germantown bordering Great Seneca Park (a major victim of the road), they sent 100's of letters for Alternative #4 -- only 18 such comments are noted?? Other groups have also said their letters were not reflected.

D. Few numbers are associated with the comments. A good example is that Montgomery Village Foundation has about 40,000 people! As noted above Greater Goshen has only a few hundred people while Clarksburg is only a quarter built out according to the Planning Board Staff.

The key thing here is that DPWT does not want to release any information on the content of responses to the public (even under State-County FOIA law) until you regulators sign the "concurrence" statement, giving them free reign to say anything without any verification until the agencies have signed off and made their choice for "Alternatives to be Retained for Detailed Study"; I. E., a "done deal".

MCRR

End A.

Wilder, Jane Ann S.

-2-

May 22, 2008

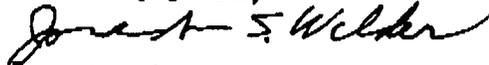
The false project history they submitted to you all originally, exclusion of significant features like a Use III stream (Wildcat Branch), and Dayspring Church as noted in my letters of April 3, and 6, 2008 indicate they will manipulate information to gain their ends (this is also reflected in points made about the Summary of Public Comments referred to above).

Would submitting of false data be significant enough "change" in "project conditions" to warrant a "revisit" of this project, according to the language of the "concurrence" statement?!!

We hope these comments will help to clarify the situation and insure a more open process which is in the Public Interest. If we can offer any further information or you have any further questions, please feel free to ask.

Thank you very much for your conscientious work on this project which will effect so many lives, both flora and fauna.

Sincerely yours,



Jane Ann S. Wilder
Citizens to Save South Valley Park
ans Whetstone Run
301 208-1828

Encls.

EPA
2

Summary of Public Comments

A total of 411 comments have been summarized to date

MAJOR THEMES

1. 113 comments oppose any alternative that impacts Dayspring Farm Retreat, whether physically or by noise intrusion
2. 108 comments favor the No-Build Alternative/oppose all build alternatives
3. 64 comments request a mass transit alternative be considered (including advancing the CCT)
4. 71 comments support Alternative 9 – the Master Plan Alignment- and at least 26 of those cited its inclusion in the Master Plan and its support of up-county development as rationale for its selection
6. 50 comments oppose Alternative 4 (Goshen-Wightman-Brink) or any alternative that widens existing roads (Goshen, Wightman, Brink, Montgomery Village, Snouffer School)
7. 37 comments expressed concern about impacts to parklands and/or green space

92

COMMENTS OPPOSE MASTER PLAN ALIGNMENT (#9) WHICH WAS REJECTED BY REGULATORY AGENCIES IN 1989

$$\begin{array}{r} 443 \\ + 92 \\ \hline = 535 \end{array}$$

20 A
3

① Enc. B

March 4, 2005

To: Montgomery County Department of Public Works and Transportation (DPWT)
 Attn.: Ms. Jeri Cauthorn, M-83 Study Manager
 c.c.: Dan Hardy, Project Team Member, Park and Planning
 Ki Kim, Project Team Member, Park and Planning

Fr: G.A.S.P. (Getting Air Standards Prioritized, an M-83 ad hoc study group of scientists and health-care professionals)

Re: Health Risks Associated with Proposed M-83's Proximity to Watkins Mill Elementary School (northern Gaithersburg)

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

Proposed M-83 in Brief

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

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

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

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

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

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① ENC. B

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

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

Proximity of M-83 to Watkins Mill Elementary School

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

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

Pollution and Children's Lung Development

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

① Enc. B

The Bay Area Study of Schools (San Francisco)

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

More Details of the San Francisco Bay Area Study

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

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

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

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

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

California Law Now Restricts School Construction Near Busy Roads

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

①
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traffic corridor, unless prescribed conditions are met and would make conforming and other technical, non-substantive changes. (5)

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

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

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

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

Other Studies Affirm Bay-Area Conclusion

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

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

① Encl. B

Watkins Mill ES Proximity to M-83 Seems High Risk

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

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

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

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

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

Asthmatic Children Currently at WMES

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

Our Request to the M-83 Study Project Team

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

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

Summary

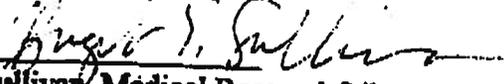
Children are said to be especially vulnerable to asthma. Several studies conclude that asthma is exacerbated by air pollutants emitted by traffic. The closer the traffic is to children, the greater their air pollution exposure and risk for cancer and respiratory disease. The right-of-way of proposed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

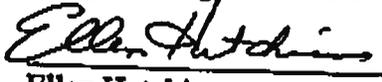


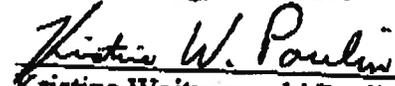
Maintaining healthful air standards at school locations must be ranked over highway needs in prioritizing community goals. We believe the M-83 study team, the DPWT, and the county council share this over-riding commitment.

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

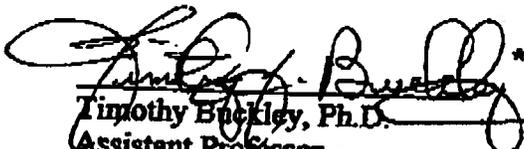

Stephen Gleason
MD, University of Maryland
Home: 917 Wild Forest
Gaithersburg, MD 20879

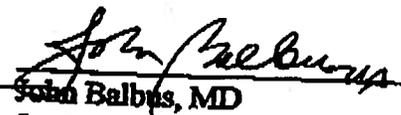

Bridget Sullivan, Medical Research Librarian
M.L.S., University of Maryland
Home: 332 Wye Mill Court
Gaithersburg, MD 20879


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


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

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


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


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

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

① EYC. B

References

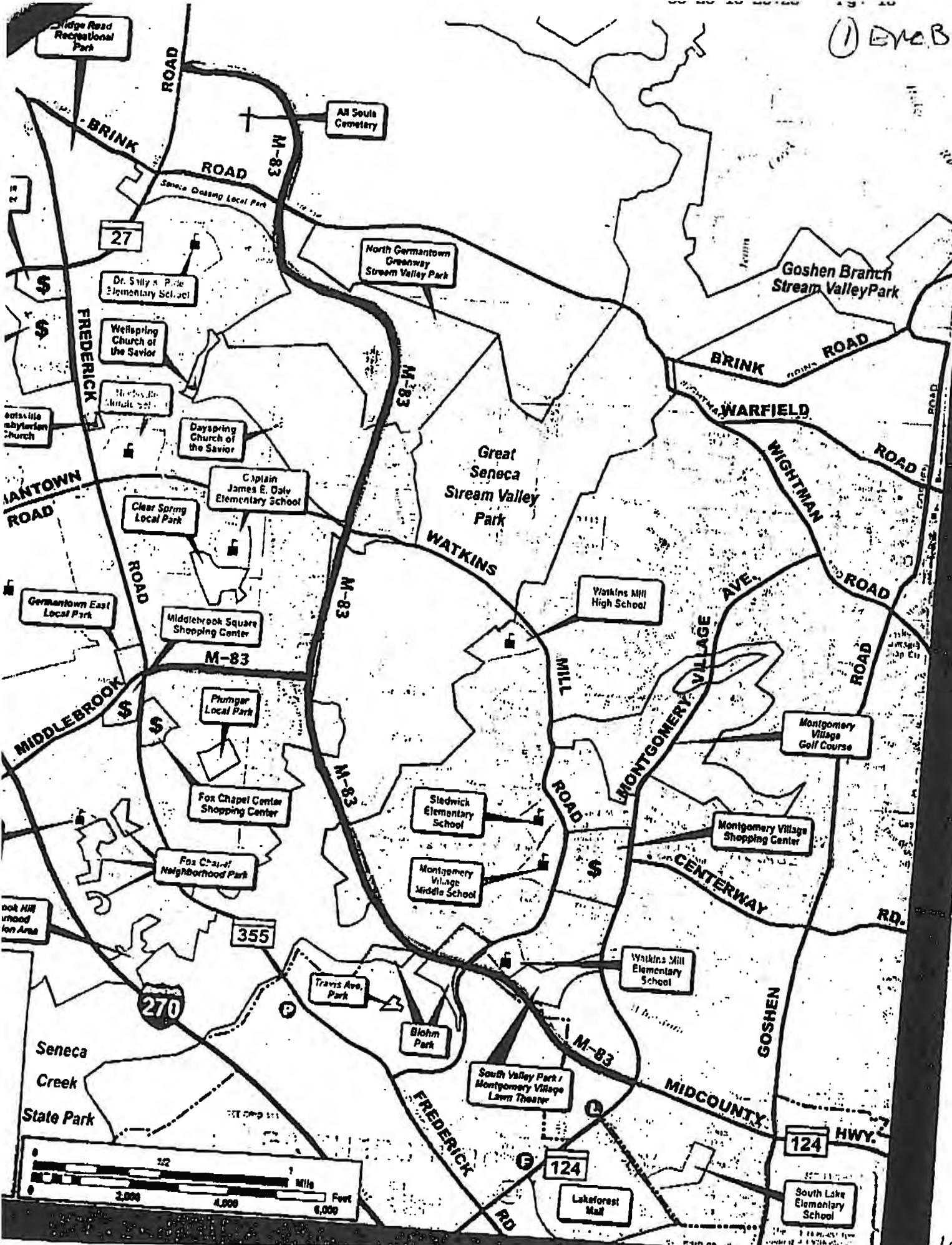
1. "Air Pollution and Children's Health," a chapter excerpt from the Health Atlas of Southern California, 2003, prepared by Andrea Hricko et al at the Southern California Environmental Health Science Center, a partnership of USC and UCLA, funded by the National Institute of Environmental Health Sciences.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

① EYC B

ATTACHMENT
References Cited by Winifred J. Hamilton . Ph.D - See (6)

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**GETTING AIR STANDARDS PRIORITIZED
(G.A.S.P.)**

July 12, 2005

Ms. Jeri Cauthorn, Manager
M-83 Study Team
Montgomery County
Department of Public Works and Transportation
101 Monroc Street – 9th Floor
Rockville, MD 20850-2540

Dear Ms. Cauthorn:

Attached is a document, which I am pleased to submit on behalf of its signatories, referenced as "Health Risks Associated with Proposed M-83's Proximity to Watkins Mill Elementary School."

The document is dated March 4, 2005. It is released to you today because the signatories had prepared the document as a public-response statement to the release of your long-awaited Environmental Assessment of M-83. Because your assessment has not met any of its targeted release dates, G.A.S.P. believes it should not wait further to bring its document to the attention of your study team.

Please consider the attachment prior to release of your assessment. In a recent telephone conversation you assured me the document attached would be recognized as a submission in response to your Environmental Assessment, once that finding is made public.

Sincerely yours.

Walt Sonnevile
Communications Director
G.A.S.P.
314 Wye Mill Court
Gaithersburg, MD 20879
301 869 4460

c.c. Dan Hardy, Project Team Member-Park and Planning
Ki Kim, Project Team Member-Park and Planning

* Impact to Homes on Brink Rd, is non-fictive as the Right of way for Rd, has been dedicated for at least 50 yrs!

Retreat property considered for road

RETREAT FROM BI

both provide dwindling animal and plant habitat. The road's construction money should be spent instead on improving transit, they said.

Montgomery transportation officials said their study, begun in 2004, is in its early stages. It will probably take 10 to 15 years for the county to reach a consensus on a route and find the money to build it, said Sogand Seirafi, Montgomery's chief of transportation planning and design.

The issue is heating up now because county transportation planners last month recommended cutting their list of routes under consideration from 11 to six.

The county has recommended keeping both alignments that would affect the retreat center for more study. State and federal environmental agencies must agree to the county's recommendations before any routes can be dropped, Seirafi said. That final decision is expected by late fall. The center's leaders are inviting politicians and officials from state and federal environmental agencies to tour the grounds, saying they want the decision makers to see what's at stake.

Seirafi said the county needs another north-south road to accommodate the crush of traffic that planners knew would follow as subdivisions and shopping centers began popping up in northern Montgomery. Roads such as Route 355 and I-270 remain jammed much of the day from traffic that came with the development that has already occurred. The development proceeded assuming that the road,

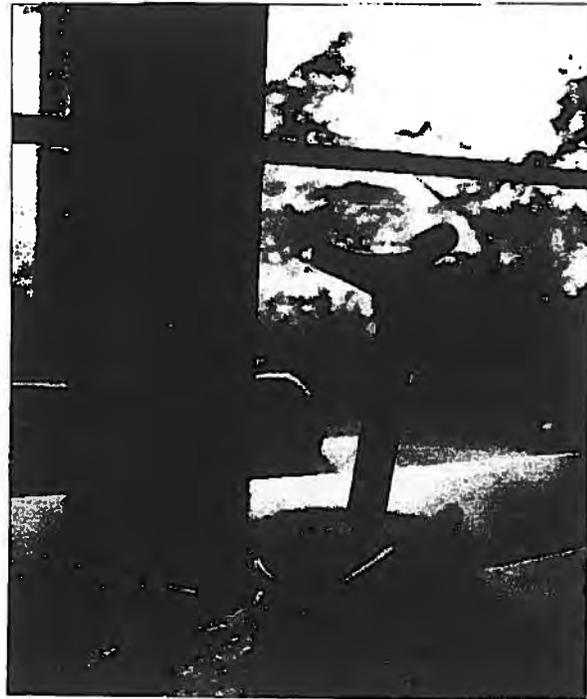


PHOTO BY MARK HALL/THE WASHINGTON POST

A statue of Jesus sits on a desk in one of the rooms at the Dayspring retreat center, one of few such centers that offer only silent retreats.



THE WASHINGTON POST

which has been in the county's master plan since the 1960s, would one day be built, Seirafi said.

If a route through or near the retreat center were chosen, she said, sound walls and landscaping could help shield Dayspring from passing vehicles. The alignment cutting through the retreat center

was chosen for study because it would reduce the impact to wetlands, a stream valley park and homes on Brink Road. The master plan alignment that skirts the center's property also would avoid Brink Road homes and reduce the impact on a creek crossing, Seirafi said.

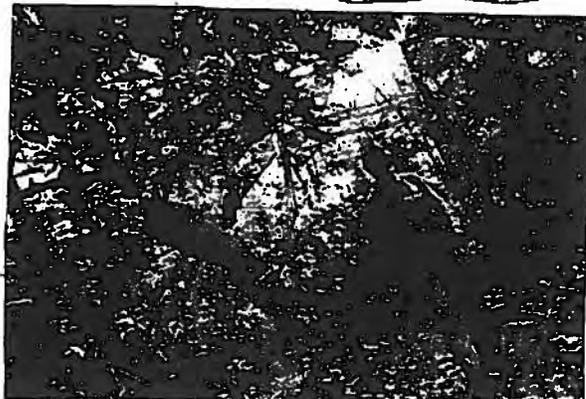
"I understand they're upset and worried, so when we get into the detailed study, we'll listen to them," Seirafi said of the retreat center's leaders. "I'm not saying everyone ends up happy, but we try our best to accommodate people. It's difficult to build a new road without having any impacts to anything."

Seirafi said she could not estimate the road's construction costs until detailed designs were done.

County Council member Michael Knapp (D-Upcounty) said that 40,000 residents in Clarksburg need the new road but that building it through Dayspring doesn't sound like a practical option that would win approval.

"I can't imagine anyone saying, 'Ah, let's put it through the middle of a retreat,'" Knapp said.

shaverk@washpost.com



Jim Hall walks near a ribbon that marks the possible path of a Mid-county Highway extension. Ten other routes are being considered.

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Steve Williams

steve.williams@decisionpath.com

[Hide details](#)

To:



Cc:



Date: August 16, 2013, 9:11 AM

Mr. Dinne and Mr. McKewen:

My wife Nancy and I are long-time residents of the Goshen area. During the course of living at 9005 Goshen Valley Drive since 1994, we have seen congestion on our local roads increase substantially. We have attended community meetings and reviewed the various alternatives. Based on the information we have seen, we strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options. The Master-Planned completion of the Midcounty Highway will complete 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.

Thank you for considering our input on this vital subject.

Steve Williams

President, DecisionPath Consulting

301-926-2452

www.decisionpath.com

Nancy Williams

nancy.williams@decisionpath.com

[Hide details](#)

To:



Cc:



Date: August 16, 2013, 10:04 AM

Mr. Dinne and Mr. McKewen:

My husband Steve and I are long-time residents of the Goshen area. During the course of living at 9005 Goshen Valley Drive since 1994, we have seen congestion on our local roads increase substantially. We have attended community meetings and reviewed the various alternatives. Based on the information we have seen, we strongly urge you to recommend Alternative 9A, the Master-Planned M-83, and reject the other Alternatives and Options. The Master-Planned completion of the Midcounty Highway will complete a transportation system that will:

Regards,

Nancy Williams

Vice President

DecisionPath Consulting

554 North Frederick Ave #318

Gaithersburg, MD 20877

301-728-5361

<http://www.decisionpath.com>

Willis, Leesa L

Leesa_L_Willis@mcpsmd.org

[Hide details](#)

To:

[Redacted]

Cc:

[Redacted]

[Redacted]

Date: August 19, 2013, 11:58 AM

Mr. Dinne:

Please accept these comments on behalf of the Woodland Hills community whose residents will be directly and adversely affected by the proposed Alternative Nine in the Midcounty Highway Extension plan.

Thank you,

Leesa Willis

President, on behalf of the Board of Directors,

Woodland Hills Home Owners Association

David Winfield

davidwinfie@gmail.com

[Hide details](#)

To:



Date: August 20, 2013, 9:49 AM

Comment on request for permit

This is added written comment to the issues discussed at the recent public meeting at Seneca Valley High School 7 August 2013.

I see great engineering difficulty in Alternative 9 extending present Mid County Highway NNW across Montgomery Village Ave. and across Watkins Mill Road. There is a steep drop-off as soon as it crosses Montgomery Village Ave. You would have to re-do the recent bridge on Watkins Mill Road and (as proposed to prevent environmental damage) elevate the highway over the wetlands.

I agree with the written testimony of Bing Garthright that the study of Alternatives 8 and 9 is flawed for not considering an improvement of Route 355 to the west of proposed M-83 plus a simultaneous moderately-sized portion of Alternative 4 to the east or proposed M-83.

The mitigation of environmental damage by planting "equivalent" trees in a distant location seems to me far-fetched. I suspect the delicate wetlands would be damaged by the engineering activity of building the highway overhead.

I suggest you should reject the study and not grant any permit,

Respectfully submitted,

David Winfield
19204 Seneca Ridge Court
Montgomery Village, MD 20886-3921

wobfra@aol.com

wobfra@aol.com

[Hide details](#)

To:

[REDACTED]

Date: August 21, 2013, 10:06 AM

Gentlemen,

We commented previously on the wetlands aspects of the alternatives, and now want to lend our support to Alternative 9A (M83) based on a recent online review of sections of the Midcounty Corridor Study report. We both strongly support Alternative 9A because it is an original Master Plan route and because it will have minimal impacts on the County Agricultural Reserve.

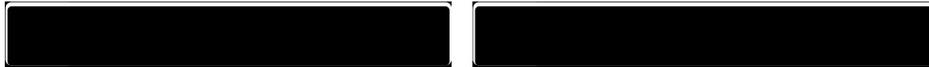
Frank and Rita Wobber
14 Goshen Court
Laytonsville, MD 20882

wobfra@aol.com

wobfra@aol.com

[Hide details](#)

To:



Date: August 2, 2013, 11:38 AM

Gentlemen,

We rarely bother to comment on issues like this, but believe that when government is faced with a variety of options, that the simplest or most obvious choice is often not selected. With this in mind, we offer support for Alternative 9 Option A (9A). And, we live in Montgomery County with (1) a bag tax to save the environment, (2) a state rain tax to save the Bay's waters, and (3) reminders that diversity is part of county decision-making process. Now, be sure to check for a summary in the "P.S" at the end.

Mr. Hwang has spoken eloquently and correctly about how many houses will be lost or how traffic flow will benefit with each option, and I'm sure he has expressed concerns about hydrological damages to floodplains, destruction of fresh water wetlands, and disruption of streams that are a product of Alternative 4-Modified that we oppose. Drives along roads to be swallowed up by Alternative 4 (for example, just off the Brink-Blunt Road area) have signs advertising the County's Agricultural Reserve, and a new trail sign (Greenway/Seneca Creek Trail) with shadows that fall on or near a floodplain with wetlands vegetation. There is

an existing park near Wightman Road, also with a meandering stream and floodplain, that will be impacted if Alternative-4 Modified is adopted., and that part of Alternative 9 already crosses. Equally interesting are zones with hydrological communications to aforementioned areas, where the county and/or state are expending funds on two new parks or parking lots? while hopefully saving wetlands. And in addition, controlling sediment runoff to the Bay.(see 2) And not disrupting natural recharge to local aquifers. There are rumors that this work is to accommodate losses from the Inter county County Connector; if accurate, someone has to ask who is managing funds when an active proposal (Alternative 4) will destroy areas that the state and/or County are preserving, and sign posting. The good news is (see 1) that there will no plastic bags littering wetlands, whether preserved or destroyed in the future.

Travel along Goshen Road past an historically black, stable community that has been severely impacted by encroachment from Montgomery Village roads and housing. No wetlands there. But road builders might note that two old large trees -once the entrance to a farm close to Prathertown and now townhouses - and be assured that these will not delay construction Nor will the five black motel units already gone(see 3) in the area, if the dashed lines on Alternative 4 maps are current. . .

We support Alternative 9 (A) which completes the Midcounty Highway, and that has been in the Master Plan for years! We urge state environmental -and Corps of Engineers-scientists to take a leisurely drive along Alternative-4 Modified and weigh what damages will accrue to the landscape and rural culture in the County. And be sure to locate the home barber shop in Prather town (which we hope is licensed) and if illegal, report it.

Regards,

Frank and Rita Wobber

P.S - OK, one of us with advanced degrees is cheating because he led biological-hydrological mapping of many fresh water- and all tidal flowed-wetlands in New Jersey, and can differentiate arrow arum from Spartina alterniflora. And has experience in stream and tide gauging (if not surveying them in) and analysis of aerial photos to set transects and control plots in wetlands leading to maps that meet National Map Accuracy Standards. And, did not work in Maryland's wetlands. But even all this is politics - I'm willing to point (not slog through sites in hip boots in the heat) Corps and State people to possible biological-hydrological control sites from past construction along Alternative 9 so that future damages from Alternative 4 Modified can be identified, if there's time. How biased? I don't even live in the buff area that is

covered on some County maps for Alternative 4, and can watch all the road building from a distance. But I do hate to see Alternative 4 jerk Prathertown around again, and don't want to drive past the environmental damages that Alternative 4 (modified or not) promises the County on my way to some future hearing in Germantown that I really don't want to attend.

Bill Wogatske

bwogatske@churchillbuilders.com

[Hide details](#)

To:



Date: August 7, 2013, 3:32 PM

Dear Mr. Mckewen;

On the eve of yet another environmental meeting regarding M-83 I would like to take this opportunity to voice my displeasure with this unnecessary and unwanted environmental disaster.

I find it hard to believe that a County Council which passes a bill to protect the tree canopy one day can even consider a road which would destroy one of the most beautiful areas of Montgomery County including countless acres upon acres of mature trees, not to mention the wetlands and streams ! We should be using the hundreds of millions that this road would cost to improve public transportation. We will never get rid of the grid lock until there are viable public transportation alternatives.

Mr. Mckewene, you are in the unique position to prevent this road from happening. Please have the courage to stand up to our elected officials who seem to be deaf to their electorate. I am sure that will change at the next election.

Please have the wisdom, strength and courage not to issue permits for this environmental disaster!

Roads are like the baseball park in "field of dreams", build it and they will come. The more asphalt we pour the more cars we will have.

My family and I have been in Montgomery County for many years (almost 40) and my wife was born here, we all vote and we will not support anyone who favors M-83. Frankly, with the number of people I have seen who oppose this road I don't understand how it could have possibly gotten this far.

It saddens me beyond words to think that we could bulldoze this beautiful area.

Thank you for this opportunity to contact you !

Bill, Sue, Kyle, Collin and our dog Baron !

William J. Wogatske

11000 Brink Road

Germantown, MD 20876

301-540-1213

Caroline Woods

woodsscar@gmail.com

[Hide details](#)

To:



Date: August 21, 2013, 6:49 PM

Dear Mr. McKewen,

I am writing to let you know that I am strongly opposed to construction of Mid-County Highway Extended. I am convinced that M-83 will pollute our air, further reduce our property values, destroy valued wildlife areas, and diminish the quality of our lives. My neighbors and I love the park and wooded areas near our homes. We are also worried about the potential danger to school children if this highway is extended. People purchasing property in more remote areas should expect longer commutes using established routes, instead of opting for the encroachment of others' property and communities to reduce their own travel time. Thank you for letting concerned residents voice their opinions.

Sincerely,

Caroline Woods

Karla

kweakle@verizon.net

[Hide details](#)

To:

[REDACTED]

Cc:

[REDACTED]

Date: August 9, 2013, 10:34 AM

We are strongly opposed to Alternative 4 Modified and strongly support Master Plan route Alternative 9, Option A.

The land, rights of way for M-83, were reserved long ago, and anyone choosing to live near its path was put on notice that it was in the master plan. Not so for those living along the path of Alternative 4. When we purchased our home off Brink Road approximately 7 years ago, our realtor informed us of our rights to review the master plan, and we did. We do not live along the proposed route for Alternative 4, although many home owners along that route most likely also reviewed the master plan before deciding to purchase their homes.

Like the land set aside for the ICC, M-83 land will provide the best solution for building a new road by extending Mid-County Hwy, which is a great road and very rarely congested.

I grew up in Derwood and, except for my college years, I have lived in this area all of my life. Those of us who choose to live in the "country" part of the county love the beauty of the back roads and open land. All my life, I knew that my neighbors back yards in Winters Run were going to be the ICC someday and I also knew that the land separating Mill Creek Towne was going to be Mid-County Hwy. Please continue to stick to the plan and extend Mid-County Hwy, not destroy our community by building Alt 9, Option A.

The master planned M-83 is long overdue and badly needed.

Sincerely,
Karla Yeakle

Sent from my iPad

Sheila Yoritomo <sayoritomo@gmail.com>

Aug 6



to me, John.J.Dinne, John.J.Dinne

August 6, 2013

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

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

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

Dear Mr. Dinne and Mr. McKewan,

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

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

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

Sincerely,

Leonard and Sheila Yoritomo

10701 Seneca Spring Way

Montgomery Village, MD 20886

wenlei zhu

minisabba@hotmail.com

[Hide details](#)

To:



Date: August 6, 2013, 11:23 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,

wenlei zhu
221 high timber ct
gaithersburg, MD 20879