

Public Comment

Date	Subject	Name
8/1/2013	Reject M83 (MidCounty Highway Extended)	Anne Fay
8/1/2013	Reject M83 (MidCounty Highway Extended)	Andrew Brown
8/1/2013	Reject M83 (MidCounty Highway Extended)	C. Test Bassett
8/1/2013	Reject M83 (MidCounty Highway Extended)	Clayton Au
8/1/2013	Reject M83 (MidCounty Highway Extended)	Christopher Ecker
8/1/2013	Reject M83 (MidCounty Highway Extended)	Cheryl Imperatore
8/1/2013	Reject M83 (MidCounty Highway Extended)	Cinzia Maddalena
8/1/2013	Reject M83 (MidCounty Highway Extended)	Joe Eade
8/1/2013	Reject M83 (MidCounty Highway Extended)	Connor Peace
8/1/2013	Reject M83 (MidCounty Highway Extended)	Don Allen
8/1/2013	Reject M83 (MidCounty Highway Extended)	Dena Picken
8/1/2013	Reject M83 (MidCounty Highway Extended)	Edward Demers
8/1/2013	Reject M83 (MidCounty Highway Extended)	Melanie Biscoe
8/1/2013	Reject M83 (MidCounty Highway Extended)	Frank Markus
8/1/2013	Reject M83 (MidCounty Highway Extended)	Peter Dean
8/1/2013	Reject M83 (MidCounty Highway Extended)	Jason Bremner
8/1/2013	Reject M83 (MidCounty Highway Extended)	Jesse Paledofsky
8/1/2013	Reject M83 (MidCounty Highway Extended)	James Fary
8/1/2013	10 Mile Creek effects us all!	Julia Vickers
8/1/2013	Reject M83 (MidCounty Highway Extended)	Catherine Junghans
8/1/2013	Reject M83 (MidCounty Highway Extended)	Kelly Blynn
8/1/2013	Reject M83 (MidCounty Highway Extended)	Kimberly Nugent
8/1/2013	Reject M83 (MidCounty Highway Extended)	Krisna Becker
8/1/2013	Reject M83 (MidCounty Highway Extended)	Alan Lauer
8/1/2013	Reject M83 (MidCounty Highway Extended)	Lonnie Lee
8/1/2013	Reject M83 (MidCounty Highway Extended)	Mary Ward
8/1/2013	Reject M83 (MidCounty Highway Extended)	Maria Barker
8/1/2013	Reject M83 (MidCounty Highway Extended)	Mary Carol Drago
8/1/2013	Reject M83 (MidCounty Highway Extended)	Malinda Karunaratne
8/1/2013	Reject M83 (MidCounty Highway Extended)	M. Langelan
8/1/2013	Reject M83 (MidCounty Highway Extended)	Dan Garlitz
8/1/2013	Reject M83 (MidCounty Highway Extended)	Susan Valiga
8/1/2013	Reject M83 (MidCounty Highway Extended)	Margaret Schoap
8/1/2013	Reject M83 (MidCounty Highway Extended)	Jay Kaplon
8/1/2013	Reject M83 (MidCounty Highway Extended)	Tsedal Bahta
8/2/2013	Reject M83 (MidCounty Highway Extended)	Laura Adkins
8/2/2013	Reject M83 (MidCounty Highway Extended)	Alan Bromborsky
8/2/2013	Reject M83 (MidCounty Highway Extended)	Anne Russell

Attachment F - Public Comment

Date	Subject	Name
8/2/2013	Reject M83 (MidCounty Highway Extended)	Aimee Coogan
8/2/2013	Reject M83 (MidCounty Highway Extended)	Feisal Alykhan
8/2/2013	Reject M83 (MidCounty Highway Extended)	Ana Rubio
8/2/2013	Reject M83 (MidCounty Highway Extended)	Andrew Ireland
8/2/2013	Reject M83 (MidCounty Highway Extended)	Anne Marie & Chuck Martinez
8/2/2013	Reject M83 (MidCounty Highway Extended)	Beth Kosiak
8/2/2013	Reject M83 (MidCounty Highway Extended)	Alice Meyer
8/2/2013	Reject M83 (MidCounty Highway Extended)	William Boteler
8/2/2013	Reject M83 (MidCounty Highway Extended)	Betty Romero
8/2/2013	Reject M83 (MidCounty Highway Extended)	Hardip Bakshi
8/2/2013	Reject M83 (MidCounty Highway Extended)	Bianca Benincasa
8/2/2013	Reject M83 (MidCounty Highway Extended)	William Agnostak
8/2/2013	Reject M83 (MidCounty Highway Extended)	Barbara Dunkley
8/2/2013	Reject M83 (MidCounty Highway Extended)	Carol Nezzo
8/2/2013	Reject M83 (MidCounty Highway Extended)	Andrea Cimino
8/2/2013	Reject M83 (MidCounty Highway Extended)	Steven Cook
8/2/2013	Reject M83 (MidCounty Highway Extended)	Craig Kaplan
8/2/2013	Reject M83 (MidCounty Highway Extended)	David Dorsey
8/2/2013	Reject M83 (MidCounty Highway Extended)	Dianne Cinnamon
8/2/2013	Reject M83 (MidCounty Highway Extended)	Dave & Linda Anderson
8/2/2013	Reject M83 (MidCounty Highway Extended)	David Schoenbaum
8/2/2013	Reject M83 (MidCounty Highway Extended)	David Cherry
8/2/2013	Reject M83 (MidCounty Highway Extended)	David Elfin
8/2/2013	Reject M83 (MidCounty Highway Extended)	Erik McWilliams
8/2/2013	Reject M83 (MidCounty Highway Extended)	Fenwick Anderson
8/2/2013	Reject M83 (MidCounty Highway Extended)	Rev. M Vincent Turner
8/2/2013	Reject M83 (MidCounty Highway Extended)	Harper Jean Tobin
8/2/2013	Reject M83 (MidCounty Highway Extended)	Anne Harpster
8/2/2013	Reject M83 (MidCounty Highway Extended)	Hope Farrior
8/2/2013	Reject M83 (MidCounty Highway Extended)	Helen McKibben
8/2/2013	Reject M83 (MidCounty Highway Extended)	Jerry DePoyster
8/2/2013	Reject M83 (MidCounty Highway Extended)	Jean Matthews
8/2/2013	Reject M83 (MidCounty Highway Extended)	Jennie Gosche
8/2/2013	Reject M83 (MidCounty Highway Extended)	James Miller
8/2/2013	Reject M83 (MidCounty Highway Extended)	James Morlath
8/2/2013	Reject M83 (MidCounty Highway Extended)	Josh Goldman
8/2/2013	Reject M83 (MidCounty Highway Extended)	Joy Markowitz
8/2/2013	Reject M83 (MidCounty Highway Extended)	Janie Scholom

Attachment F - Public Comment

Date	Subject	Name
8/2/2013	Reject M83 (MidCounty Highway Extended)	Karin Rives
8/2/2013	Reject M83 (MidCounty Highway Extended)	Katie Blizzard
8/2/2013	Reject M83 (MidCounty Highway Extended)	Kendra Holt
8/2/2013	Reject M83 (MidCounty Highway Extended)	Kathy Carey
8/2/2013	Reject M83 (MidCounty Highway Extended)	Laurie Mazur
8/2/2013	Reject M83 (MidCounty Highway Extended)	Michelle Erica Green
8/2/2013	Reject M83 (MidCounty Highway Extended)	Mary Anders
8/2/2013	Reject M83 (MidCounty Highway Extended)	Maya Gorina
8/2/2013	Reject M83 (MidCounty Highway Extended)	Michael Brown
8/2/2013	Reject M83 (MidCounty Highway Extended)	Michael Drayne
8/2/2013	Reject M83 (MidCounty Highway Extended)	Monica La
8/2/2013	Reject M83 (MidCounty Highway Extended)	Dana Berg
8/2/2013	Reject M83 (MidCounty Highway Extended)	Mary McCann
8/2/2013	Reject M83 (MidCounty Highway Extended)	Evelyn Naranjo
8/2/2013	Reject M83 (MidCounty Highway Extended)	Natasha Hill
8/2/2013	Reject M83 (MidCounty Highway Extended)	Nik Sushka
8/2/2013	Reject M83 (MidCounty Highway Extended)	Anne Moriarty
8/2/2013	Reject M83 (MidCounty Highway Extended)	Sergio Morales
8/2/2013	Reject M83 (MidCounty Highway Extended)	Patty McGrath
8/2/2013	Reject M83 (MidCounty Highway Extended)	Richard Meyers
8/2/2013	Reject M83 (MidCounty Highway Extended)	Peter Fields
8/2/2013	Reject M83 (MidCounty Highway Extended)	Robert Goldberg
8/2/2013	Reject M83 (MidCounty Highway Extended)	Rita Frost
8/2/2013	Reject M83 (MidCounty Highway Extended)	Ralph Bennett
8/2/2013	Reject M83 (MidCounty Highway Extended)	Jason Rapp
8/2/2013	Reject M83 (MidCounty Highway Extended)	Richard Rabin
8/2/2013	Reject M83 (MidCounty Highway Extended)	Ruwan Salgado
8/2/2013	Reject M83 (MidCounty Highway Extended)	Jim Russ
8/2/2013	Reject M83 (MidCounty Highway Extended)	Sudheer Shukla
8/2/2013	Reject M83 (MidCounty Highway Extended)	Suzanna White
8/2/2013	Reject M83 (MidCounty Highway Extended)	Thomas Hubers
8/2/2013	Reject M83 (MidCounty Highway Extended)	Theresa Robinson
8/2/2013	Reject M83 (MidCounty Highway Extended)	K. Travis Ballie
8/2/2013	Reject M83 (MidCounty Highway Extended)	Rachel Unger
8/2/2013	Reject M83 (MidCounty Highway Extended)	John Whitty
8/2/2013	Reject M83 (MidCounty Highway Extended)	Susan Valiga
8/3/2013	Reject M83 (MidCounty Highway Extended)	Noel Danforth
8/3/2013	Reject M83 (MidCounty Highway Extended)	Diacorda Amosapa

Attachment F - Public Comment

Date	Subject	Name
8/3/2013	Reject M83 (MidCounty Highway Extended)	Elizabeth Ashburn
8/3/2013	Reject M83 (MidCounty Highway Extended)	Linda Miyoshi
8/3/2013	Reject M83 (MidCounty Highway Extended)	Kent Beduhn
8/3/2013	Reject M83 (MidCounty Highway Extended)	Marty and Sue Hoffman
8/3/2013	Reject M83 (MidCounty Highway Extended)	Paul Nahay
8/3/2013	Reject M83 (MidCounty Highway Extended)	Sebastian Smoot
8/4/2013	Reject M83 (MidCounty Highway Extended)	Ari Reeves
8/4/2013	Reject M83 (MidCounty Highway Extended)	Barbara & Walter Deyhle
8/4/2013	Reject M83 (MidCounty Highway Extended)	Dorothy Tartaglia
8/4/2013	Reject M83 (MidCounty Highway Extended)	Lydia Sullivan
8/4/2013	Reject M83 (MidCounty Highway Extended)	Mike Stein
8/4/2013	Reject M83 (MidCounty Highway Extended)	James Mullins
8/4/2013	Reject M83 (MidCounty Highway Extended)	Quon Kwan
8/4/2013	Reject M83 (MidCounty Highway Extended)	Rick Venable
8/4/2013	Reject M83 (MidCounty Highway Extended)	Steve Sacharoff
8/5/2013	Reject M83 (MidCounty Highway Extended)	P Carol Bullard Bates
8/5/2013	M83 Highway	John & Harriette Mohr
8/5/2013	Reject M83 (MidCounty Highway Extended)	James Campbell
8/5/2013	Reject M83 (MidCounty Highway Extended)	Miti Figueredo
8/5/2013	Reject M83 (MidCounty Highway Extended)	Mark Firley
8/5/2013	Reject M83 (MidCounty Highway Extended)	Ruth Bletzinger
8/5/2013	Reject M83 (MidCounty Highway Extended)	Tom Grass
8/5/2013	Reject M83 (MidCounty Highway Extended)	Jeremy Nathans Marks
8/6/2013	Reject M83 (MidCounty Highway Extended)	Barbara McCann
8/6/2013	m83 testimony.docx	Beth Daly
8/6/2013	Reject M83 (MidCounty Highway Extended)	Malcolm Munro
8/6/2013	Reject M83 (MidCounty Highway Extended)	Donna Brothers
8/6/2013	Reject M83 (MidCounty Highway Extended)	Doug & Carolyn Reed
8/6/2013	Reject M83 (MidCounty Highway Extended)	Joshua Schuman
8/6/2013	Reject M83 (MidCounty Highway Extended)	Denise Kearns
8/6/2013	Reject M83 (MidCounty Highway Extended)	Kenneth Landon
8/6/2013	Reject M83 (MidCounty Highway Extended)	Linda Musselman
8/6/2013	Reject M83 (MidCounty Highway Extended)	Lonnie Lee
8/6/2013	Reject M83 (MidCounty Highway Extended)	wenlei zhu
8/6/2013	Reject M83 (MidCounty Highway Extended)	Elaine Shank
8/6/2013	Reject M83 (MidCounty Highway Extended)	Feng Shi
8/6/2013	Reject M83 (MidCounty Highway Extended)	Laura Markus
8/6/2013	Reject M83 (MidCounty Highway Extended)	Rosemary Ward Mack

Attachment F - Public Comment

Date	Subject	Name
8/7/2013	Reject M83 (MidCounty Highway Extended)	Andrew Sarno
8/7/2013	Reject M83 (MidCounty Highway Extended)	Angela Tablada
8/7/2013	Reject M83 (MidCounty Highway Extended)	Laurie Bernstein
8/7/2013	Reject M83 (MidCounty Highway Extended)	Brian Judy
8/7/2013	Reject M83 (MidCounty Highway Extended)	Cameron Ray
8/7/2013	Reject M83 (MidCounty Highway Extended)	Deborah Bell
8/7/2013	Reject M83 (MidCounty Highway Extended)	Anna Durkin
8/7/2013	Reject M83 (MidCounty Highway Extended)	Elizabeth Barbehenn
8/7/2013	Reject M83 (MidCounty Highway Extended)	Edward Pfister
8/7/2013	Reject M83 (MidCounty Highway Extended)	Igor Chugunov
8/7/2013	Reject M83 (MidCounty Highway Extended)	Yevgeniya Chugunova
8/7/2013	Reject M83 (MidCounty Highway Extended)	Jean Whitman
8/7/2013	Reject M83 (MidCounty Highway Extended)	Dick Miller
8/7/2013	Reject M83 (MidCounty Highway Extended)	Kurt Feldmann
8/7/2013	Reject M83 (MidCounty Highway Extended)	Lauraleen O'Connor
8/7/2013	Reject M83 (MidCounty Highway Extended)	Mark Weikert
8/7/2013	Reject M83 (MidCounty Highway Extended)	Mary Jane Siok
8/7/2013	Reject M83 (MidCounty Highway Extended)	Michele Weikert
8/7/2013	Reject M83 (MidCounty Highway Extended)	Maureen Matkovich
8/7/2013	Reject M83 (MidCounty Highway Extended)	Paul Herrmann
8/7/2013	Reject M83 (MidCounty Highway Extended)	Ramya Bhagavan
8/7/2013	Reject M83 (MidCounty Highway Extended)	Rochelle Baker
8/7/2013	Reject M83 (MidCounty Highway Extended)	Maryanne Sacco
8/7/2013	Reject M83 (MidCounty Highway Extended)	Sharon Feldmann
8/7/2013	Testimony for M-83 Environmental Hearing	Margaret Schoap (on behalf of TAME)
8/8/2013	Reject M83 (MidCounty Highway Extended)	Benjamin Beiter
8/8/2013	Reject M83 (MidCounty Highway Extended)	Francesca DeBiaso
8/8/2013	Reject M83 (MidCounty Highway Extended)	Jessica Reynolds
8/8/2013	Reject M83 (MidCounty Highway Extended)	Joel Iams
8/8/2013	Reject M83 (MidCounty Highway Extended)	Nanci Hurt
8/8/2013	Reject M83 (MidCounty Highway Extended)	Jeffrey Oltchick
8/8/2013	Reject M83 (MidCounty Highway Extended)	Peppi DeBiaso
8/8/2013	Reject M83 (MidCounty Highway Extended)	Pat Saether
8/9/2013	Reject M83 (MidCounty Highway Extended)	Charlie Bailey
8/9/2013	Reject M83 (MidCounty Highway Extended)	Dakshi Pillai
8/9/2013	Reject M83 (MidCounty Highway Extended)	Indhu Balasubramaniam
8/9/2013	Reject M83 (MidCounty Highway Extended)	Cindy Connolly
8/9/2013	Reject M83 (MidCounty Highway Extended)	Kam Leung

Attachment F - Public Comment

Date	Subject	Name
8/9/2013	Reject M83 (MidCounty Highway Extended)	Kristen Bush
8/9/2013	Reject M83 (MidCounty Highway Extended)	Robert Smythe
8/9/2013	Reject M83 (MidCounty Highway Extended)	Souri Manoharan
8/9/2013	Reject M83 (MidCounty Highway Extended)	Soheyla Rafizadeh
8/9/2013	Reject M83 (MidCounty Highway Extended)	Vijay Kandaswamy
8/9/2013	Reject M83 (MidCounty Highway Extended)	Colleen Ricketts
8/10/2013	Reject M83 (MidCounty Highway Extended)	Jerry DePoyster
8/11/2013	Reject M83 (MidCounty Highway Extended)	Theodore Farrand
8/12/2013	Against M-83	Barbara Cantilena
8/12/2013	M-83	Barbara Cantilena
8/12/2013	Reject M83 (MidCounty Highway Extended)	Fay Leung
8/12/2013	Reject M83 (MidCounty Highway Extended)	Tina Slater
8/18/2013	Reject M83 (MidCounty Highway Extended)	Amira Nassar
8/18/2013	Reject M83 (MidCounty Highway Extended)	Carla Magdamo
8/18/2013	Reject M83 (MidCounty Highway Extended)	Drew Essig
8/18/2013	Reject M83 (MidCounty Highway Extended)	Frank Bloom
8/18/2013	Reject M83 (MidCounty Highway Extended)	Gregory Kemp
8/18/2013	Reject M83 (MidCounty Highway Extended)	Linda Sterling
8/18/2013	Reject M83 (MidCounty Highway Extended)	Miriam Lieblein
8/18/2013	Reject M83 (MidCounty Highway Extended)	Robin Horner
8/18/2013	Reject M83 (MidCounty Highway Extended)	Craig Tiren
8/18/2013	Reject M83 (MidCounty Highway Extended)	Cynthia Tiren
8/19/2013	Reject M83 (MidCounty Highway Extended)	William Koch
8/19/2013	Reject M83 (MidCounty Highway Extended)	Paula Koch
8/19/2013	Reject M83 (MidCounty Highway Extended)	Keith Sanderson
8/20/2013	Reject M83 (MidCounty Highway Extended)	Carol Agayoff
8/20/2013	Reject M83 (MidCounty Highway Extended)	Margaret Hopkins
8/21/2013	Comments on Midcounty Corridor Study	Robert Nelson
8/21/2013	Comments on Midcounty Corridor Study	Cherian Eapen
8/21/2013	No to M-83	Caroline Woods
8/21/2013	Reject M83 (MidCounty Highway Extended)	Emily Susko
8/24/2013	Reject M83 (MidCounty Highway Extended)	Sandra Lara
8/26/2013	Attn: Planning Board Chairman Fancoise Carrier	Josefine Evans
8/27/2013	Reject M83 (MidCounty Highway Extended)	Donald Fewell
8/28/2013	M-83	Robert Portanova
8/30/2013	Reject M83 (MidCounty Highway Extended)	Meghan Mcavoy
9/10/2013	Please Vote Against M-83	Sandy Barnett
9/10/2013	Reject M83 (MidCounty Highway Extended)	Shirley Gunderson

Attachment F - Public Comment

Date	Subject	Name
9/12/2013	Testimony on 9/12/13 Agende Item 6 Impacts to MNCPPC Parks as a result of M83 alignments (Midcounty Hwy)	Citizens to Save South Valley Park and Whetstone Run
9/12/2013	testimony for Thus, Sept 12, Agenda Item 6: M-83	Margaret Schoap - TAME Coalition
9/22/2013	M-83 Alternatives not Combined by MCDOT; M-83 Alt 4 is a poison pill	Wallace Garthright
9/23/2013	Ridgesm-83letter.docx	Judith White
9/23/2013	Do not build the extension to MidCounty Highway	David Winfield
9/23/2013	Opposition to M-83	Patricia King
9/24/2013	Reject M-83 Alternatives 8 and 9	Christopher & Karina Munson
9/24/2013	FWD: M-83, Alternatives 8 and 9	Christine Koch-Paiz & Jorge Paiz
9/25/2013	Letter against M-83 Alternatives 8 and 9	Christopher Hayes
9/26/2013	Testimony for Countywide Rapid Transit Public Hearing, 9/26/13	Margaret Schoap
10/23/2013	[Not an E-mail - Goshen/ Prathertown Historical References]	Joanne Atay, Goshen Historical Preservation Society
10/28/2013	Voices Unite Against M-83 & Focus On Viable Alternatives	Margaret Schoap (on behalf of the TAME Coalition)
11/1/2013	Reject M83 (MidCounty Highway Extended)	Quang Van
11/1/2013	Re: Midcounty Corridor Meeting	Jane Hatch
11/14/2013	I just signed "Tell Montgomery County Planning Board and Elected Officials to Build the Mid-County Highway Alternative 9A Alignment." On Change.org	Cherian Eapen

MCP-CTRACK

From: Anne Fay (Ambler) <anambler@gmail.com>
Sent: Thursday, August 01, 2013 11:28 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0607
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I have been assured by several Council members that M83 will never be built because it's not a priority and other projects such as transit are far more important for our limited dollars. I agree 100%.

So what gives here? A permit application for M83? You already know that this is a highly destructive, wasteful, inappropriate project in this day of rapid climate change. Clarksburg was promised rapid transit downcounty to the Metro. Where is it?

M83 on the other hand promises more air pollution, more destroyed waterways, more sprawl, more traffic trying to get into downcounty areas that are finally coming to their senses about limiting parking and increasing bike, pedestrian, and transit options. Where will all those cars go when they get downcounty? Give Clarksburg rapid transit on Rt 355 and spare our communities, wetlands, and streams.

Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Protestations notwithstanding, we all know what road construction entails, and no amount of high bridges avoids the staging areas, the access roads needed for construction, and the air pollution of construction equipment.

Then more impermeable surfaces over wetlands mean more polluted stormwater runoff into streams are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

What other costs are there? Alternatives 4, 8, and 9 would destroy up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland, and degrade the Agricultural Reserve, Great Seneca Park, North Germantown Greenway Park, and the Wildcat Branch Special Protection Area.

Then there are community costs: noise, property takings (about 100 homes), walls, splitting neighborhoods, lighting, grading, and damage to Dayspring Silent Retreat Center, a wonderful resource for Montgomery County.

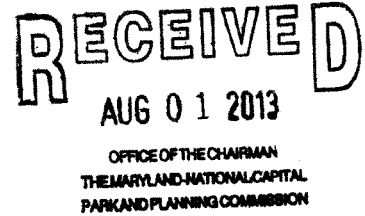
I urge you to choose the only acceptable alternative proposed, Alternative 2, which makes improvements to Rt 355. Then put rapid transit on it. Fulfill the promise of Clarksburg as one of a network of livable communities linked by transit.

Thank you,

Anne Fay (Ambler)
12505 Kuhl Rd.
Wheaton, MD 20902

MCP-CTRACK

From: Tsedal Bahta <ttbahta@aol.com>
Sent: Thursday, August 01, 2013 12:07 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

Dear planners:

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

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

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

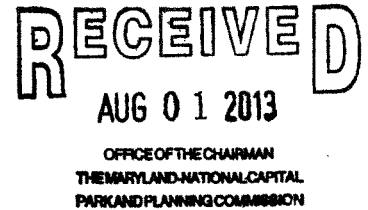
There are many reasons to oppose this project. I wish to weigh in on its impacts on the community, air quality, land use and wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would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

Thank you,

Tsedal Bahta
8712 Colesville Rd
Silver Spring, MD 20910

MCP-CTRACK

From: Peter Dean <GM@Greatlandlord.com>
Sent: Thursday, August 01, 2013 2:09 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

Thank you,

Peter Dean
8519 Freyman Dr
Chevy Chase, MD 20815

MCP-CTRACK

From: C. Test Bassett <cbassett@salsalabs.com>
Sent: Thursday, August 01, 2013 2:26 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

Thank you,

C. Test Bassett
Street
City, MD 20782

MCP-CTRACK

From: Julia Vickers <juliav2@verizon.net>
Sent: Thursday, August 01, 2013 3:29 PM
To: MCP-Chair
Subject: 10 Mile Creek effects us all!

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and Commissioners,

As a Montgomery County resident I am dismayed that the county would allow an outlet mall, bus stations, additional road surfaces and housing on the headwaters of Little Seneca Lake. The Clarksburg and Boyds area has a lot of undeveloped space that would be just as productive, without causing so much harm to the lake and water supply. The realtors who bought this land were taking a gamble when they bought it for a cheap price. This is the nature of development. Residents and governments need to oversee the actions of these companies. They will be out of the picture after a fortune is made, and we will be left with 505 acres of polluted water.

Fisherman, kayakers, canoe and sail boaters are on the Little Seneca Lake daily. It is a designated wetland filled with abundant aquatic life. Black Hills Park offers pontoon boat rides on which local people as well as visitors enjoy the natural beauty. The pollution of this lake would have a terrible effect on the whole Washington DC area because it is emergency drinking water reservoir. Swimming and motor boating are **not** allowed in order to keep it clean. **This is the only unpolluted body of water left in Montgomery County.** There are so many other areas that would cause less damage—why must we destroy the only beautiful and pristine lake in Montgomery County?

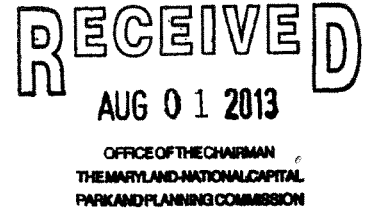
Please, don't make this our legacy.

Thank you for your time and consideration.

Sincerely,
Julia Vickers
Germantown, MD

MCP-CTRACK

From: Kelly Blynn <kelly@smartergrowth.net>
Sent: Thursday, August 01, 2013 4:30 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Kelly Blynn
4528 4th St
Bethesda, MD 20815

MCP-CTRACK

From: Christopher Ecker <cecker@me.com>
Sent: Thursday, August 01, 2013 4:33 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Christopher Ecker
20 S Summit Ave
Gaithersburg, MD 20877

MCP-CTRACK

From: Andrew Brown <andrew_brown@brown.edu>
Sent: Thursday, August 01, 2013 4:44 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

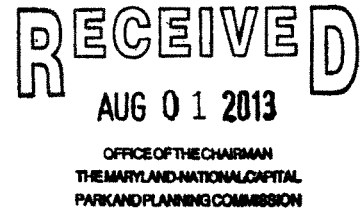
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Andrew Brown
8513 Second Ave
Silver Spring, MD 20910

MCP-CTRACK

From: Don Allen <dca1789@yahoo.com>
Sent: Thursday, August 01, 2013 5:14 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

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

MCP-CTRACK

From: Margaret Schoap <schoapm@aol.com>
Sent: Thursday, August 01, 2013 5:32 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Margaret Schoap
11425 Neelsville Church Rd
Germantown, MD 20876

MCP-CTRACK

From: Edward Demers <ed@demers1.com>
Sent: Thursday, August 01, 2013 5:41 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

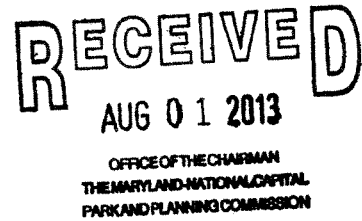
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Edward Demers
5632 Bent Branch Road
Bethesda, MD 20816

MCP-CTRACK

From: Maria Barker <maria.t.barker@gmail.com>
Sent: Thursday, August 01, 2013 6:02 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Maria Barker
613 Ray Drive
Silver Spring, MD 20910

MCP-CTRACK

From: Dena Picken <dpicken44@verizon.net>
Sent: Thursday, August 01, 2013 6:13 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

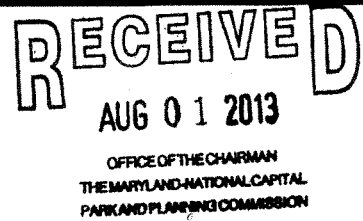
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Dena Picken
Northwood Ave
Silver Spring, MD 20901

MCP-CTRACK

From: DAN GARLITZ <morteki666@gmail.com>
Sent: Thursday, August 01, 2013 6:21 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

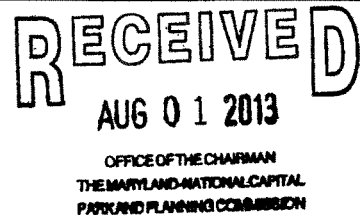
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

DAN GARLITZ
9888 HELLINGLY PLACE
MONTGOMERY VILLAGE, MD 20886

MCP-CTRACK

From: mary carol dragoo <marycarold@verizon.net>
Sent: Thursday, August 01, 2013 6:23 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

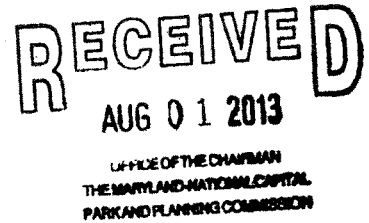
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

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

MCP-CTRACK

From: Jay Kaplon <toobytoo@hotmail.com>
Sent: Thursday, August 01, 2013 6:23 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

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

MCP-CTRACK

From: Alan Lauer <lauerbunch4@yahoo.com>
Sent: Thursday, August 01, 2013 6:41 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Alan Lauer
9408 Riley Place
SilverSpring, MD 20910

MCP-CTRACK

From: Mary Ward <marhward@hotmail.com>
Sent: Thursday, August 01, 2013 6:57 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Mary Ward
10196 Wickshire Way
Rockville, MD 20852

MCP-CTRACK

From: Melanie Biscoe <Explorergirl981@yahoo.com>
Sent: Thursday, August 01, 2013 6:57 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

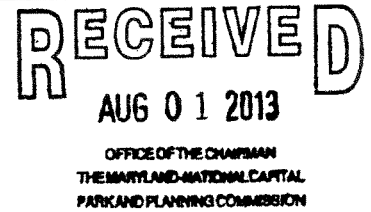
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Melanie Biscoe
1807 brisbane st.
Silver spring, MD 20902

MCP-CTRACK

From: Catherine Junghans <katiejunghans@verizon.net>
Sent: Thursday, August 01, 2013 7:56 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

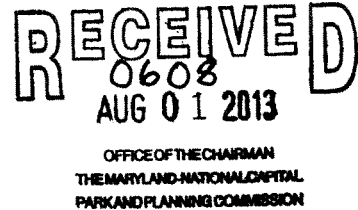
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed, Catherine (Katie) Junghans

Catherine Junghans
9605 Main Street
Damascus, MD 20872

MCP-CTRACK

From: Joe Eade <countD2588@gmail.com>
Sent: Thursday, August 01, 2013 8:14 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Joe Eade
4412 hallet st
rockville, MD 20853

MCP-CTRACK

From: M. Langelan <mjlangelan@gmail.com>
Sent: Thursday, August 01, 2013 8:28 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

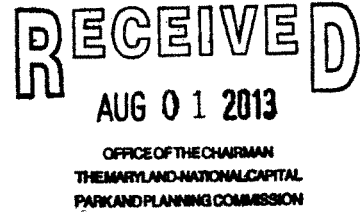
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

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

MCP-CTRACK

From: jesse paledofsky <jessepal1@aol.com>
Sent: Thursday, August 01, 2013 9:06 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

jesse paledofsky
jesse
silver spring, MD 20910

MCP-CTRACK

From: Krisna Becker <krisnachuck@gmail.com>
Sent: Thursday, August 01, 2013 9:09 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Krisna Becker
22511 Schoolfield Ct
Clarksburg, MD 20871

MCP-CTRACK

From: Lonnie Lee <lonniejlee@comcast.net>
Sent: Thursday, August 01, 2013 9:53 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

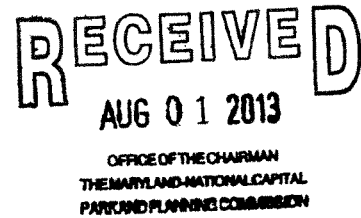
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Lonnie Lee
1304 Cresthaven Dr.
Silver spring, MD 20903

MCP-CTRACK

From: Susan Valiga <sbvaliga@aol.com>
Sent: Thursday, August 01, 2013 10:01 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Susan Valiga
1616 Marshall Ave
Rockville, MD 20851

MCP-CTRACK

From: Connor Peace <cwpeace@gmail.com>
Sent: Thursday, August 01, 2013 10:15 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Connor Peace
9545 Duffer Way
Montgomery Village, MD 20886

MCP-CTRACK

From: James Fary <jimfary@earthlink.net>
Sent: Thursday, August 01, 2013 10:51 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

James Fary
2836 Blue Spruce Ln
Silver Spring, MD 20906

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Kimberly Nugent <kim@rent4u.us>
Sent: Thursday, August 01, 2013 10:53 PM
To: mde.webmaster@maryland.gov; mcdot.outreach@montgomerycountymd.gov;
mcdot.director@montgomerycountymd.gov;
mcdot.dte.design@montgomerycountymd.gov; oicemail@montgomerycountymd.gov;
county.council@montgomerycountymd.gov; MCP-Chair
Subject: About M-83 options. My preference is alternative 2, please read why. Thanks

These are the many reasons I support Alternative 2, please review and encourage your organization to **STRONGLY** support this alternative. Thank you

I believe new road construction is a short term solution - whereas greater use of buses, trains, metro, carpooling - and influencing smart selection of home locations nearer to work and other locations of import are long term and ultimately less costly financially and environmentally. We have limited financial resources in the county and other expenditures which could have a greater return for our quality of life. We also preserve the financial stability of our county by investing what we have and what we don't yet have - wisely.

It is unjust to increase traffic in our HOUSING areas for passer's through on their way to work or shop in COMMERCIAL areas. The solution to their needs should be served by highways like I-270, 355, or by Bus, Train, and Metro. Even by Carpool!

If new highways were built through communities, the residents would be forced to sacrifice the very things that brought them there. For the following reasons and more, they want to or need to stay and want to enjoy things as they are.

- + Children in schools
- + Impossibility for some to attain another mortgage or get approval for a different rental due to job loss or drop in income.
- + Own property that would only sell at a loss
- + Have a lower rent rate based on long tenancy than is available anywhere else
- + Jobs or retired parents or children or grandchildren they want to stay near
- + A long history with where they live and their neighbors - that cannot be replaced

It is unnecessary to make so many undergo these and more sacrifices to shorten the DRIVE time for others.

The sacrifices don't end with the housing communities. All of us and much wildlife would be negatively affected by the impact of most M-83 alternatives 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.

Attachment F - Public Comment

The only acceptable alternative proposed appears to me to be Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. With the money saved over the more costly alternatives - we could implement the Rapid Transit System to connect Clarksburg to the rest of the County and invest in reducing the congestion problem rather than just treating it. To achieve reduction of the problem, we can invest over time as our county budget permits in:

- + Overall greater use of and access to mass transit.
- + Increasing convenience (more stops and routes with greater reliability), comfort (air conditioning, heat, places to wait out of the elements), real time information about times and stops, ease (help carpoolers connect with each other),
- + Adding walking and biking paths as well as lights and emergency call posts to increase safety after dark.
- + Spreading the word about all that is done relative to the above and help folks who could use mass transit know it and know how
- + Smarter planning. Public administration buildings, libraries, schools, and community centers, even churches, etc. along bus lines or with bus lines planned by them could be constructed, or influenced or have add multi-purpose air-conditioned/ heated space with seating, restrooms, and security cameras for commuters to wait for transit. These spaces would then be available for other uses when commuting is lower on weekends and holidays (space could be used for community events/ public meetings/ church services/ etc.) or in emergencies (space could be used for emergency shelter). Some such places with careful logistics could be night time shelters for homeless. They might even be able to clean the space every evening before settling for the night by rolling bunk beds out of locked storage or other.
- + Influencing more business offerings of smart trip cards etc. with pre-tax dollars.

Signed, Kimberly Nugent

MCP-CTRACK

From: Jason Bremner <Jason_bremner@yahoo.com>
Sent: Thursday, August 01, 2013 10:58 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Jason Bremner
6616 Gude ave
Takoma Park, MD 20912

MCP-CTRACK

From: Malinda Karunaratne <mdkarunaratne@gmail.com>
Sent: Thursday, August 01, 2013 11:00 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Malinda Karunaratne
20518 Sterncroft ct
Montgomery Village, MD 20886

MCP-CTRACK

From: Cheryl Imperatore <cimperat@aol.com>
Sent: Thursday, August 01, 2013 11:16 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

Cheryl Imperatore
Chrisman Hill Dr
Boyds, MD 20841

MCP-CTRACK

From: Clayton Au <Cdbadwolf@aol.com>
Sent: Thursday, August 01, 2013 11:42 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Clayton Au
18301 waringstation rd
Germantown, MD 20874

MCP-CTRACK

From: Cinzia Maddalena <clmaddalena@comcast.net>
Sent: Thursday, August 01, 2013 11:46 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Cinzia Maddalena
12421 Goldfinch Ct
Potomac, MD 20854

MCP-CTRACK

From: Frank Markus <F4307m@aol.com>
Sent: Thursday, August 01, 2013 11:50 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 01 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Frank Markus
10758 wayfarer rd
Germantown, MD 20876

MCP-CTRACK

From: James Miller <jmiller2@umd.edu>
Sent: Friday, August 02, 2013 12:10 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0632
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

James Miller
507 Elm Ave
Takoma Park, MD 20912

MCP-CTRACK

From: Dave & Linda Anderson <dlanderson39@gmail.com>
Sent: Friday, August 02, 2013 12:37 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

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

MCP-CTRACK

From: Fenwick Anderson <fenwickanderson@starpower.net>
Sent: Friday, August 02, 2013 1:39 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 02 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

Dear Chair Carrier,

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

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

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

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

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

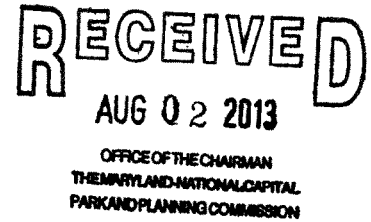
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Fenwick Anderson
8319 Roanoke Ave.
Takoma Park, MD 20912

MCP-CTRACK

From: Andrew Ireland <andrewireland@mac.com>
Sent: Friday, August 02, 2013 2:23 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Andrew Ireland
7525 Hampden Ln
Bethesda, MD 20814

MCP-CTRACK

From: Kathy Carey <kthcar1@aol.com>
Sent: Friday, August 02, 2013 4:48 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

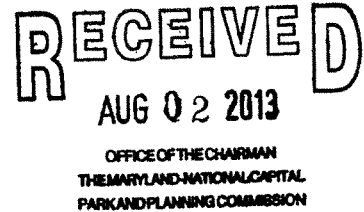
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Kathy Carey
6692 Hillandale Rd
Chevy Chase, MD 20815

MCP-CTRACK

From: Josh Goldman <Joshjosh117@gmail.com>
Sent: Friday, August 02, 2013 7:34 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

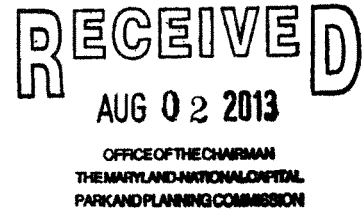
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Josh Goldman
15711 Hughes Road
Poolesville, MD 20837

MCP-CTRACK

From: Hope Farrisior <hfarrisior@starpower.net>
Sent: Friday, August 02, 2013 8:04 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Hope Farrisior
9223 Adelaide Drive
Bethesda, MD 20817

MCP-CTRACK

From: K. Travis Ballie <travis.ballie@gmail.com>
Sent: Friday, August 02, 2013 8:49 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

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

MCP-CTRACK

From: Bianca Benincasa <bianca.benincasa@gmail.com>
Sent: Friday, August 02, 2013 8:49 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

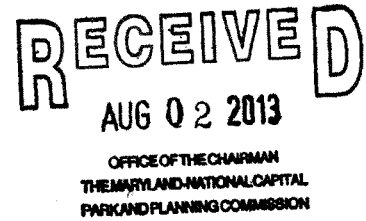
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Bianca Benincasa
8314 N Brook Ln
Bethesda, MD 20814

MCP-CTRACK

From: Peter Fields <peterfields@yahoo.com>
Sent: Friday, August 02, 2013 8:55 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Peter Fields
15612 Marathon Cir
Gaithersburg, MD 20878

MCP-CTRACK

From: Robert Goldberg <r.n.goldberg@att.net>
Sent: Friday, August 02, 2013 9:02 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

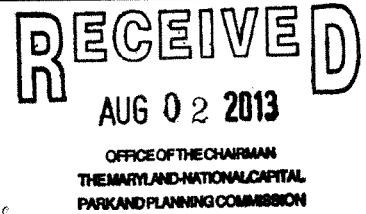
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Robert Goldberg
21404 Davis Mill Road
Germantown, MD 20876

MCP-CTRACK

From: David Cherry <dtcherry@aol.com>
Sent: Friday, August 02, 2013 9:15 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

I have seen how infrequently the expensive ICC is used.

Signed,
David T. Cherry

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

MCP-CTRACK

From: Laurie Mazur <lauriemazur@verizon.net>
Sent: Friday, August 02, 2013 9:15 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Laurie Mazur
6905 Woodland Ave
Takoma Park, MD 20912

MCP-CTRACK

From: Nik Sushka <nik.sushka@mcyd.org>
Sent: Friday, August 02, 2013 9:21 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Nik Sushka
9510 Hale St
Silver Spring, MD 20910

MCP-CTRACK

From: REV M VINCENT TURNER <FierceCelt@gmail.com>
Sent: Friday, August 02, 2013 9:23 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

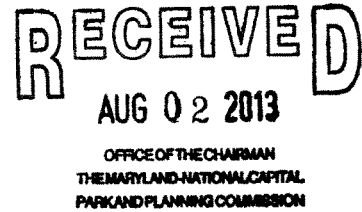
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

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

MCP-CTRACK

From: Andrea Cimino <cimino.andrea.m@gmail.com>
Sent: Friday, August 02, 2013 9:24 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

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

MCP-CTRACK

From: Joy Markowitz <joymarkowitz@rcn.com>
Sent: Friday, August 02, 2013 9:25 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Joy Markowitz
7415 Cedar Ave
Takoma Park, MD 20912

MCP-CTRACK

From: Karin Rives <karives@mindspring.com>
Sent: Friday, August 02, 2013 9:31 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

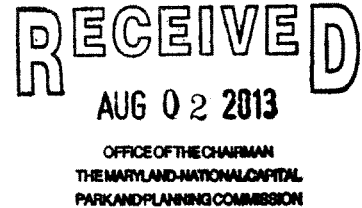
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Karin Rives
16 Darwin Ave.
Takoma Park, MD 20912

MCP-CTRACK

From: James Morlath <jmm397@gmail.com>
Sent: Friday, August 02, 2013 9:31 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

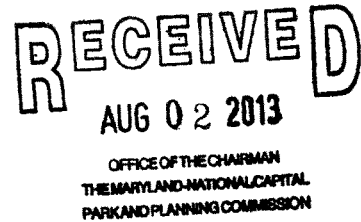
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

James Morlath
8715 first ave
Silver Spring, MD 20910

MCP-CTRACK

From: Michael Drayne <michaeldrayne@gmail.com>
Sent: Friday, August 02, 2013 9:34 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Michael Drayne
2019 Luzerne Ave
Silver Spring, MD 20910

MCP-CTRACK

From: Alan Bromborsky <abrombo@verizon.net>
Sent: Friday, August 02, 2013 9:37 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0613
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

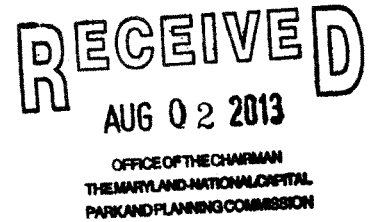
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Alan Bromborsky
12435 Kemp Mill Road
Silver Spring, MD 20902

MCP-CTRACK

From: Anne Russell <adchome@aol.com>
Sent: Friday, August 02, 2013 9:39 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Anne Russell
3310 Tidewater Court
Olney, MD 20832

MCP-CTRACK

From: Rita Frost <rafrost4@gmail.com>
Sent: Friday, August 02, 2013 9:42 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Rita Frost
3805 Archer Pl
Kensington, MD 20895

MCP-CTRACK

From: mary anders <marypanders@gmail.com>
Sent: Friday, August 02, 2013 9:48 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

mary anders
4 Guy Court
Rockville, MD 20850

MCP-CTRACK

From: Michelle Erica Green <littlereview@gmail.com>
Sent: Friday, August 02, 2013 9:48 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Michelle Erica Green
8114 Inverness Ridge Road
Potomac, MD 20854

MCP-CTRACK

From: Rachel Unger <ungerr@gmail.com>
Sent: Friday, August 02, 2013 9:51 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Rachel Unger
24300 Peach Tree Road
Clarksburg, MD 20871

MCP-CTRACK

From: david schoenbaum <DLSCHOEN@aol.com>
Sent: Friday, August 02, 2013 9:52 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

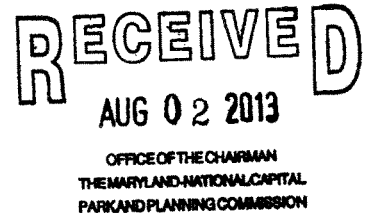
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

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

MCP-CTRACK

From: maya gorina <mayagorina@gmail.com>
Sent: Friday, August 02, 2013 9:56 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

maya gorina
connecticut
kensington, MD 20895

MCP-CTRACK

From: Jean Mathews <jeanmathews@juno.com>
Sent: Friday, August 02, 2013 10:04 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

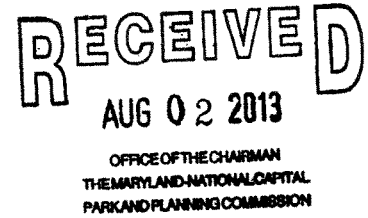
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Jean Mathews
11301 neelsville church rd
Germantown, MD 20876

MCP-CTRACK

From: Jason Rapp <rapp.jason@gmail.com>
Sent: Friday, August 02, 2013 10:15 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

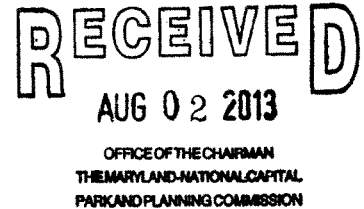
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Jason Rapp
1635 Belvedere Blvd
Silver Spring, MD 20902

MCP-CTRACK

From: Erik McWilliams <ErikMcW@comcast.net>
Sent: Friday, August 02, 2013 10:28 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

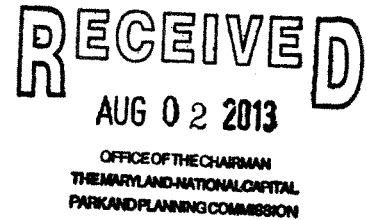
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Erik McWilliams
13216 Ridge Drive
Rockville, MD 20850

MCP-CTRACK

From: Ruwan Salgado <rnsalgado@comcast.net>
Sent: Friday, August 02, 2013 10:44 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

MCP-CTRACK

From: Jerry DePoyster <Jdepoy@mac.com>
Sent: Friday, August 02, 2013 10:47 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

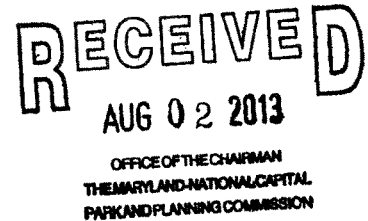
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Jerry DePoyster
11111 sceptre ridge terrace
Germantown, MD 20876

MCP-CTRACK

From: Richard Rabin <rmrabin@comcast.net>
Sent: Friday, August 02, 2013 10:49 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

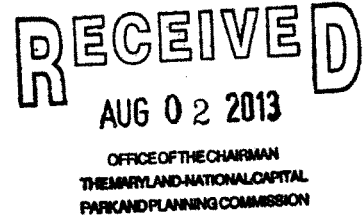
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Richard Rabin
6659 Fairfax Road
Chevy Chase, MD 20815

MCP-CTRACK

From: Alice Meyer <bannerz@starpower.net>
Sent: Friday, August 02, 2013 10:51 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

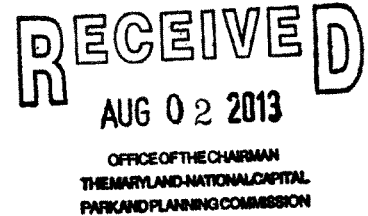
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Alice Meyer
8907 Ellsworth Court
Silver Spring, MD 20910

MCP-CTRACK

From: Hardip Bakshi <bhardip@hotmail.com>
Sent: Friday, August 02, 2013 10:51 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

Hardip Bakshi
720 Gormley Dr
Rockville, MD 20850

MCP-CTRACK

From: Natasha Hill <NatashaH28@gmail.com>
Sent: Friday, August 02, 2013 10:55 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

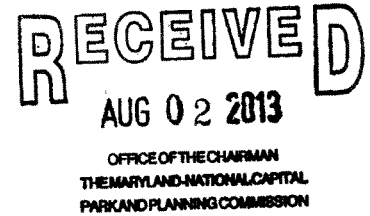
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

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

MCP-CTRACK

From: Steven Cook <cookstevend@gmail.com>
Sent: Friday, August 02, 2013 10:55 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

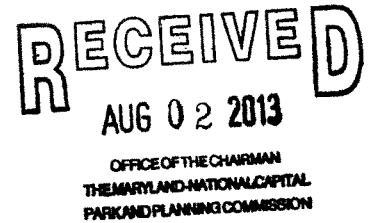
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

MCDOT should be called MCHD, Montgomery County Highway Department. That's all they know how to do. When you are a hammer, every problem looks like a nail. They need to be reined in and modernized. This is not the 1950s.

Signed,
Steven Cook
6505 Marjory Lane
Bethesda, MD 20817

MCP-CTRACK

From: Barbara Dunkley <bvd9701@gmail.com>
Sent: Friday, August 02, 2013 11:05 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Barbara Dunkley
5804 Namakagan Road
Bethesda, MD 20816

MCP-CTRACK

From: Kendra Holt <kendra_music@hotmail.com>
Sent: Friday, August 02, 2013 11:11 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

MCP-CTRACK

From: Susan Valiga <sbvaliga@aol.com>
Sent: Friday, August 02, 2013 11:14 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0614
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Susan Valiga
1616 Marshall Ave
Rockville, MD 20851

MCP-CTRACK

From: Ralph Bennett <ralph@bfmarch.com>
Sent: Friday, August 02, 2013 11:25 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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, it would be irresponsible 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. Resources are limited - we need to develop alternatives to the car, not accommodation for more of them.

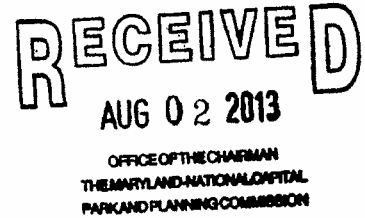
It's time to try alternatives to the roads - like transit.

Ralph Bennett
115 Southwood Avenue
Silver Spring 20901

Ralph Bennett
115 Southwood Ave
Silver Spring, MD 20901

MCP-CTRACK

From: Sudheer Shukla <sudheerpshukla@yahoo.com>
Sent: Friday, August 02, 2013 11:35 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

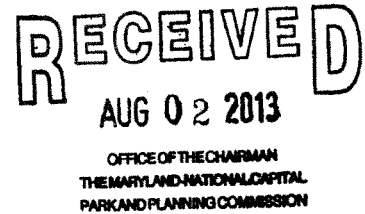
Signed,

Sudheer Shukla

Sudheer Shukla
14429 Twig Road
Silver Spring, MD 20905

MCP-CTRACK

From: Thomas Hubers <tchubers@comcast.net>
Sent: Friday, August 02, 2013 11:50 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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, Thomas Hubers
9301-B Wescott Pl.
Rockville, MD 20850

Thomas Hubers
9301-B Wescott Pl
Rockville, MD 20850

MCP-CTRACK

From: Ann Marie Moriarty <oldhouse@aol.com>
Sent: Friday, August 02, 2013 12:07 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

MCP-CTRACK

From: Michael Brown <MichaelBrown172@Gmail.com>
Sent: Friday, August 02, 2013 12:18 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Michael Brown
12120 Flag Harbor Drive
Germantown, MD 20874

MCP-CTRACK

From: Katie Blizzard <kblizzard11@gmail.com>
Sent: Friday, August 02, 2013 12:41 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

Katie Blizzard
7103 44th Street
Chevy Chase, MD 20815

MCP-CTRACK

From: William Boteler <bbot20008@yahoo.com>
Sent: Friday, August 02, 2013 1:02 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

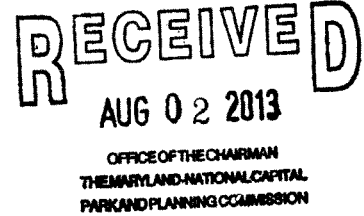
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

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

MCP-CTRACK

From: Helen McKibben <hmckibben@gmail.com>
Sent: Friday, August 02, 2013 1:06 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Helen McKibben
6215 Verne Street
Bethesda, MD 20817

MCP-TRACK

From: Suzanne White <suziwhite@yahoo.com>
Sent: Friday, August 02, 2013 1:10 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Suzanne White

Suzanne White
84 Windbrooke Circle
Gaithersburg, MD 20879

MCP-CTRACK

From: Aimee Coogan <aimeecoogan@verizon.net>
Sent: Friday, August 02, 2013 1:10 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

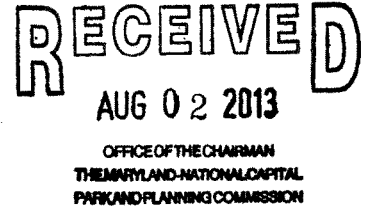
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Aimee Coogan
16960 Oakmont Avenue
Gaithersburg, MD 20877

MCP-CTRACK

From: craig kaplan <craigkaplan@gmail.com>
Sent: Friday, August 02, 2013 1:17 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

craig kaplan
8017 horseshoe lane
potomac, MD 20854

MCP-CTRACK

From: Monica La <monicala82@gmail.com>
Sent: Friday, August 02, 2013 1:26 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Monica La
11326 King George Drive
Silver Spring, MD 20902

MCP-CTRACK

From: Beth Kosiak <B_Kosiak@comcast.net>
Sent: Friday, August 02, 2013 1:44 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

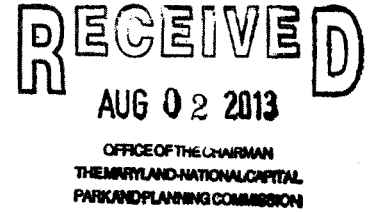
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Beth Kosiak, Ph.D.
Beth Kosiak
10709 Seneca Spring Way
Montgomery Village, MD 20886

MCP-CTRACK

From: Sergio Morales <parkourzombie@gmail.com>
Sent: Friday, August 02, 2013 2:18 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Sergio Morales
11003 Grassy Knoll Terrace
Germantown, MD 20886

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Dana Berg <msdanaberg@gmail.com>
Sent: Friday, August 02, 2013 2:22 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: William Agnostak <billagnostak@mris.com>
Sent: Friday, August 02, 2013 2:27 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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, storm-water runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

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

Signed,

William Agnostak
2 Joshua Tree Ct

North Potomac, MD 20878

RECEIVED

MCP-CTRACK

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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

Dear Chair Carrier,

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

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

Signed,

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

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Betty Romero <bettyromero@me.com>
Sent: Friday, August 02, 2013 2:42 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Betty Romero
Magic Mountain
N Bethesda, MD 20852

MCP-CTRACK

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: David Elfin <elfind@verizon.net>
Sent: Friday, August 02, 2013 2:50 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

David Elfin
8206 Bryant Drive
Bethesda, MD 20817

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Dianne Cinnamon <dcinnamon@comcast.net>
Sent: Friday, August 02, 2013 2:56 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Dianne Cinnamon
2619 Colston Drive
Chevy Chase, MD 20815

MCP-CTRACK

RECEIVED

From: Janie Scholom <jscholom@comcast.net>
Sent: Friday, August 02, 2013 3:30 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

AUG 02 2013
06:15
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Janie Scholom
3409 Wake Dr
Kensington, MD 20895

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: David Dorsey <david_dorsey@verizon.net>
Sent: Friday, August 02, 2013 3:39 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

Please reject the permit application for M83.

This proposed road has been contemplated far too long. I won't repeat the arguments against it because I am sure that you already are far too familiar with them.

Signed, David B. Dorsey

David Dorsey
9407 St. Andrews Way
Silver Spring, MD 20901

MCP-CTRACK

From: Jennie Gosche <Jenniegosche@netzero.net>
Sent: Friday, August 02, 2013 3:56 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 02 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

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

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**MCP-CTRACK**

From: Evelyn Naranjo <naranjomomof5@aol.com>
Sent: Friday, August 02, 2013 4:07 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

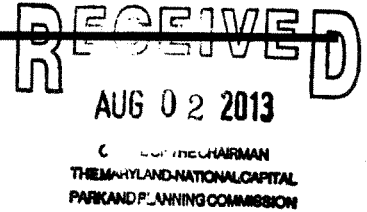
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Evelyn Naranjo
 4709 Rams Head Ct
 Rockville, MD 20853

MCP-CTRACK

From: Harper Jean Tobin <harperjeantobin@gmail.com>
Sent: Friday, August 02, 2013 4:22 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Harper Jean Tobin
7107 Holly Ave
Takoma Park, MD 20912

RECEIVED

AUG 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION**MCP-CTRACK**

From: Theresa Robinson <theresakrobinson@gmail.com>
Sent: Friday, August 02, 2013 5:03 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

Theresa Robinson
 4235 Headwaters Lane
 Olney, MD 20832

RECEIVED
0616
AUG 05 2013

MCP-CTRACK

From: Patty McGrath <pattymcgrath08@aol.com>
Sent: Friday, August 02, 2013 5:29 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Patty McGrath
11007 Edison Road
Potomac, MD 20854

MCP-CTRACK

RECEIVED

AUG 05 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

From: Mary McCann <msip@earthlink.net>
Sent: Friday, August 02, 2013 6:14 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

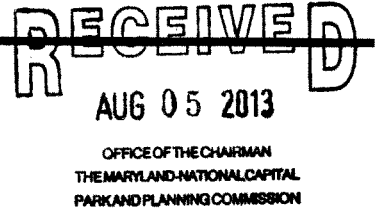
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Mary McCann
20005 Yellos Leaf Terrace
Germantown, MD 20876

MCP-CTRACK

From: Feisal Alykhan <alykhan1789@hotmail.com>
Sent: Friday, August 02, 2013 6:38 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Feisal Alykhan
10201 Douglas Avenue
Silver Spring, MD 20902

MCP-CTRACK

RECEIVED

AUG 05 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

From: Ana Rubio <anarubiopr@gmail.com>
Sent: Friday, August 02, 2013 7:09 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Ana Rubio
20416 apple harvest cir
Germantown, MD 20876

MCP-CTRACK

RECEIVED

From: Laura Adkins <140sandals@gmail.com>
Sent: Friday, August 02, 2013 7:20 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

AUG 05 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Laura Adkins
3918 Angelton Court
Burtonsville, MD 20866

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: John Whitty <whittyjs@yahoo.com>
Sent: Friday, August 02, 2013 9:31 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

John Whitty
7305 Oakridge Ave
Chevy Chase, MD 20815

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Richard Meyers <peachwood1270@verizon.net>
Sent: Friday, August 02, 2013 9:40 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Richard Meyers
14809 Peachwood Dr
Silver Spring, MD 20905

MCP-CTRACK

RECEIVED
AUG 05 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jim Russ <simjue@verizon.net>
Sent: Friday, August 02, 2013 10:26 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Jim Russ
9915 Maple Leaf Dr
Montgomery Village, MD 20886

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Carol Nezzo <carolnezzo@gmail.com>
Sent: Friday, August 02, 2013 11:30 PM
To: MCP-Chair
Subject: Reject Midcounty Highway Extension (M83)

Dear Chair Carrier,

Please reject the permit application for M83.

There are compelling arguments against the Midcounty Highway Extension. Please reject the extension.

This proposed road has been contemplated for a long time; it is not a road that should be constructed.

Carol Nezzo
4600 Amherst Road
College Park, MD 20740

(301) 864-5267 land line

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Anne Harpster <harpster77@hotmail.com>
Sent: Friday, August 02, 2013 11:30 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

Thank you for your work on behalf of our communities.

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

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

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

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

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

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

Signed,
Anne Harpster

Anne Harpster
13213 Clifton Rd

Silver Spring, MD 20904

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Diacorda Amosapa <diacorda@gmx.com>
Sent: Saturday, August 03, 2013 4:29 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

One other pressing issue about M83 is the potential impact on wetlands and our aquatic resources. Let's please keep in mind some of the important functions that wetlands serve for our community. The crucial and practical value of wetlands can sometimes get lost in all the details. Wetlands feed and filtrate downstream waters and groundwater supplies, which directly or indirectly make up our precious drinking water. They also help to reduce the damaging impact of flooding. Lost wetlands can result in our county having to needlessly sypon more money into drinking water treatment and increasing costs to residents for flood insurance.

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

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

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

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

Sincerely,

Diacorda Amosapa

Diacorda Amosapa
4915 Boiling Brook Pkwy
North Bethesda, MD 20852

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Noel Danforth <danforthbjj@yahoo.com>
Sent: Saturday, August 03, 2013 8:29 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

Noel Danforth
118 Swanton lane
Gaithersburg, MD 20878

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Kent Beduhn <krbeduhn@gmail.com>
Sent: Saturday, August 03, 2013 9:14 AM
To: MCP-Chair
Subject: Reject the M83 (Mid County Highway Extension)

Dear Chair Carrier,

Please reject the permit application for M83.

This proposed road has been contemplated far too long. I won't repeat the arguments against it because I am sure that you already are far too familiar with them.

Please, consider the value of the Dayspring property and tradition of Silent Retreat there, which would be destroyed in the event of this devastating construction project's location and impact.

Signed,

Kent Beduhn

"Don't you know there is a limitless flow of life - a superabundance of love and caring? You simply cannot exhaust it. It may be tough learning how to touch that current, how to get into that stream, to feel the flow and power of it, to be carried by it, but one thing is certain: the stream is there. And it is limitless." -N. Gordon Cosby

Kent Beduhn, LCSW-C
Creative Change Therapy Center, LLP
Respect, Rapport, Resilience, Results.

10702 Lombardy Road
Silver Spring, MD 20901
Office: 301-754-0122
Fax: 301-754-0133
Cell: 301-704-4002

MCP-CTRACK**RECEIVED**

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Elizabeth Ashburn <elizabeth.ashburn@gmail.com>
Sent: Saturday, August 03, 2013 10:13 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Elizabeth Ashburn
21000 Father Hurley Blvd
Germantown, MD 20874

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Linda Miyoshi <healthyplum1@gmail.com>
Sent: Saturday, August 03, 2013 10:32 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Linda Miyoshi
709 tanley rd
silver spring, MD 20904

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**MCP-CTRACK**

From: Sebastian Smoot <sebsmoot@gmail.com>
Sent: Saturday, August 03, 2013 3:41 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**MCP-CTRACK**

From: Marty and Susan Hoffman <martysusan@aol.com>
Sent: Saturday, August 03, 2013 5:52 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed, Susan and Marty Hoffman

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

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Paul Nahay <pnahay@sprynet.com>
Sent: Saturday, August 03, 2013 8:15 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Paul Nahay
1013 Rosemere Ave.
Silver Spring, MD 20904

RECEIVED
AUG 05 2013

MCP-CTRACK

From: Steve Sacharoff <stevesacharoff@hotmail.com>
Sent: Sunday, August 04, 2013 9:29 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Steve Sacharoff
5011 Barkwood Pl
Rockville, MD 20853

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**MCP-CTRACK**

From: Rick Venable <rick.venable@verizon.net>
Sent: Sunday, August 04, 2013 12:30 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

MCP-CTRACK

RECEIVED

AUG 05 2013

From: James Mullins <mullinsj@cua.edu>
Sent: Sunday, August 04, 2013 2:01 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

James Mullins
9618 Brunett Ct
Silver Spring, MD 20901

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Dorothy Tartaglia <dlfifitag01@comcast.net>
Sent: Sunday, August 04, 2013 3:10 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Dorothy Tartaglia
2423 Dennis Ave.
Silver Spring, MD 20902

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Barbara & Walter Deyhle <deyhles@hotmail.com>
Sent: Sunday, August 04, 2013 4:15 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

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

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Lydia Sullivan <lydiasullivan42@gmail.com>
Sent: Sunday, August 04, 2013 7:42 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**MCP-CTRACK**

From: Quon Kwan <qykwan@gmail.com>
Sent: Sunday, August 04, 2013 8:51 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Quon Kwan
 14913 Bauer Drive
 Rockville, MD 20853

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Ari Reeves <areeves@world.oberlin.edu>
Sent: Sunday, August 04, 2013 9:04 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

Ari Reeves
10315 Brunswick Ave
Silver Spring, MD 20902

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Mike Stein <Mkstn5@me.com>
Sent: Sunday, August 04, 2013 9:27 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

Mike Stein
Atlantic ave
Rockville, MD 20851

MCP-CTRACK

RECEIVED
622
AUG 05 2013

From: Tom Grass <tgrass60@yahoo.com>
Sent: Monday, August 05, 2013 10:05 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

IN PLACE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

Tom Grass
13500 Clear Morning Place
Germantown, MD 20874

MCP-CTRACK

RECEIVED

From: Ruth Bletzinger <rbletzinger@gmail.com>
Sent: Monday, August 05, 2013 10:13 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

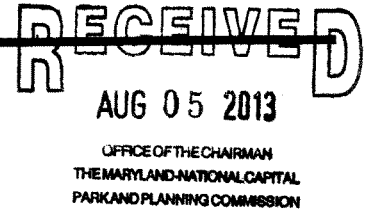
The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the 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,

Ruth Bletzinger
213 Leighton Avenue
Silver Spring, MD 20901

MCP-CTRACK



From: James Campbell <jcampbell@somersetdev.com>
Sent: Monday, August 05, 2013 10:17 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

James Campbell
5516 Uppingham Street
Chevy Chase, MD 20815

MCP-CTRACK

RECEIVED

AUG 05 2013

From: John Mohr <hjmohr@verizon.net>
Sent: Monday, August 05, 2013 10:46 AM
To: MCP-Chair
Subject: M83 highway

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Please do not put the M83 highway thru our beloved Dayspring Church and Retreat Center. John H. and Harriette S. Mohr, Rockville, Md.

MCP-CTRACK

RECEIVED

AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jeremy Nathan Marks <thecavesofaltamira@gmail.com>
Sent: Monday, August 05, 2013 10:52 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

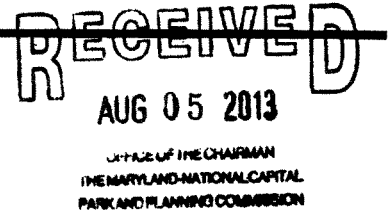
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Jeremy Nathan Marks
13911 Flint Rock Road
Rockville, MD 20853

MCP-CTACK

From: Mark Firley <mjfirley@gmail.com>
Sent: Monday, August 05, 2013 12:23 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

MCP-CTRACK

From: P. Carol Bullard-Bates <cbb49@aol.com>
Sent: Monday, August 05, 2013 3:16 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0825
AUG 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

P. Carol Bullard-Bates
10702 Lombardy Rd
Silver Spring, MD 20901

MCP-CTRACK

From: Miti Figueredo <miti.tim@verizon.net>
Sent: Monday, August 05, 2013 9:06 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0630
AUG 06 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

Miti Figueredo
5 Hilltop Rd
Silver Spring, MD 20910

MCP-CTRACK

From: wenlei zhu <minisabba@hotmail.com>
Sent: Tuesday, August 06, 2013 11:24 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 06 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

wenlei zhu
221 high timber ct
gaithersburg, MD 20879

MCP-CTRACK

From: feng shi <shifeng6198432@hotmail.com>
Sent: Tuesday, August 06, 2013 11:26 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 06 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

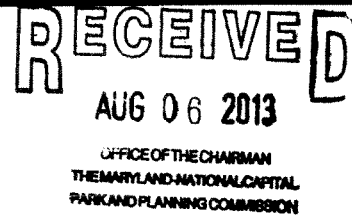
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

feng shi
221 high timber ct
gaithersburg, MD 20879

MCP-CTRACK

From: Linda Musselman <Linda_Musselman@msn.com>
Sent: Tuesday, August 06, 2013 11:35 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Linda Musselman
1613 Tanyard Hill Road
Gaithersburg, MD 20879

RECEIVED
AUG 06 2013

MCP-CTRACK

From: Beth Daly <beth.daly1@gmail.com>
Sent: Tuesday, August 06, 2013 11:49 AM
To: MCP-Chair; Ike.leggett@montgomerycountymd.gov; john.j.dinne@usace.army.mil;
sean.mckewen@maryland.gov; rudnick.barbara@epa.gov
Subject: M83 Testimony
Attachments: m83 testimony.docx

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Please find my attached testimony. Thanks-Beth Daly

--

Find me on TWITTER: <http://twitter.com/telemundogirl>

Testimony re: M83

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

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

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

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

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

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

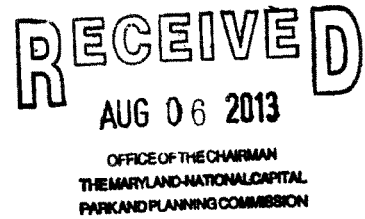
And, finally, there is no study that can explain the pain of having your home or neighborhood bulldozed. This is especially unfair to residents who consulted the Master Plan and bought homes with the understanding that M83 was not in the path of their neighborhoods.

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

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

MCP-CTRACK

From: Donna Brothers <donnabrothers@comcast.net>
Sent: Tuesday, August 06, 2013 1:13 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

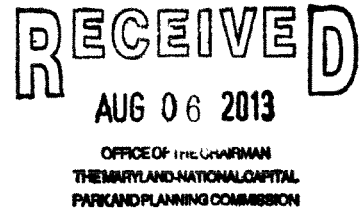
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Donna Brothers
1701 Logmill Lane
Gaithersburg, MD 20879

MCP-CTRACK

From: Joshua Schuman <Joshuaschuman@gmail.com>
Sent: Tuesday, August 06, 2013 1:30 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Joshua Schuman
1707 logmill In
Gaithersburg, MD 20879

MCP-CTRACK

From: Doug Reed <douglas_reed@hotmail.com>
Sent: Tuesday, August 06, 2013 4:23 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0632
JUL 25 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

Doug and Carolyn Reed

Doug Reed
1602 tanyard hill road
gaithersburg, md, MD 20879

MCP-CTRACK

From: Barbara McCann <barbara@bmccann.net>
Sent: Tuesday, August 06, 2013 6:38 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0634
AUG 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. We need to upgrade existing roadways and provide more public transportation and more ways for people to walk and bicycle in the mid-county. This destructive new highway project will have serious environmental and community impacts, and will make it even harder to achieve the type of community that people in Montgomery County want. We know that upgrading 355 would achieve the same ends: let's save money and time and just do that.

Signed,
Barbara McCann
Clarksburg

Barbara McCann
26601 Haines Rd.
Clarksburg, MD 20871

MCP-CTRACK

From: Rosemary Ward Mack <srwm06@aol.com>
Sent: Tuesday, August 06, 2013 7:55 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

Please!!!!

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

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

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

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

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

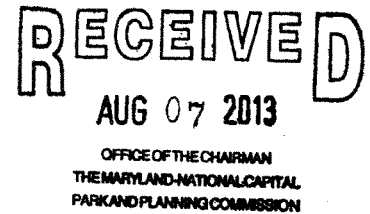
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,
Rosemary Ward Mack

Rosemary Ward Mack
19944 Choctaw Court
Germantown, MD 20876

MCP-CTRACK

From: Denise Kearns <kearns67@verizon.net>
Sent: Tuesday, August 06, 2013 8:48 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least (about \$41 million), has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

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

Signed,
Denise Kearns
Yellow Leaf Terrace
Germantown, MD 20876

MCP-CTRACK

From: Kenneth Landon <kpljr@verizon.net>
Sent: Tuesday, August 06, 2013 9:06 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,
Kenneth Landon

Kenneth Landon
10000 Raynor Road
Silver Spring, MD 20901

MCP-CTRACK

From: Elaine Shank <shankej@juno.com>
Sent: Tuesday, August 06, 2013 9:49 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

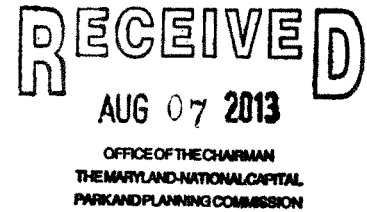
The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the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

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

Signed,
Elaine Shank
11301 Neelsville Church Rd
Germantown, MD 20876

MCP-CTRACK

From: Laura Markus <soldbylaura@aol.com>
Sent: Tuesday, August 06, 2013 10:21 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

Good Day,

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

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

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

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

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

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

Signed,

Laura Markus
1758 Wayfarer Road
Germantown, Md. 20876

Laura Markus
10758 Wayfarer Road
Germantown, MD 20876

MCP-CTRACK

From: Malcolm Munro <coachmunro@gmail.com>
Sent: Tuesday, August 06, 2013 10:36 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

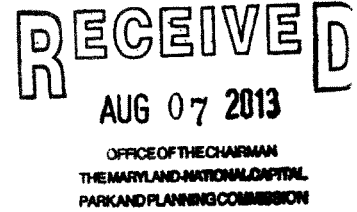
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,
Malcolm O. Munro

Malcolm Munro
10713 Autumn Leaf Place
Germantown, MD 20876

MCP-CTRACK

From: Lonnie Lee <lonniejlee@comcast.net>
Sent: Tuesday, August 06, 2013 11:50 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

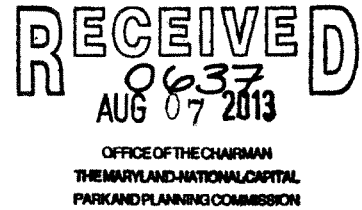
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Lonnie Lee
1304 Cresthaven Dr.
Silver spring, MD 20903

MCP-CTRACK

From: Paul Herrmann <pb_herrmann@yahoo.com>
Sent: Wednesday, August 07, 2013 7:57 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

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

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

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

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

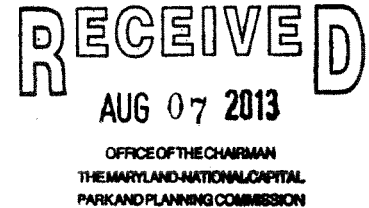
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Paul Herrmann
Misty Moon PI
Germantown, MD 20876

MCP-CTRACK

From: Lauraleen O'Connor <lauraileen@aol.com>
Sent: Wednesday, August 07, 2013 8:13 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I totally reject the building of M83 Midcounty Highway Extended. It will not only cut through the fragile ecosystem directly behind my house, but will also adversely affect the lives of me, my neighbors, and to th school children who attend Watkins Mill Elementary School! There are other sound options so why are you considering this unsound one?

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

Lauraleen O'Connor
Senior Meteorologist/Engineer

Lauraleen O'Connor
1629 Tanyard Hill Rd
Gaithersburg, MD 20879

MCP-CTRACK

From: Andrew Sarno <andysarno@comcast.net>
Sent: Wednesday, August 07, 2013 8:23 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

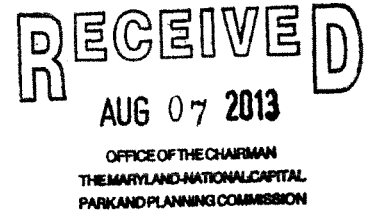
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Andrew Sarno
20332 Watkins Meadow Drive
Germantown, MD 20876

MCP-CTRACK

From: Elizabeth Barbehenn <ebarbehenn@citizen.org>
Sent: Wednesday, August 07, 2013 8:32 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

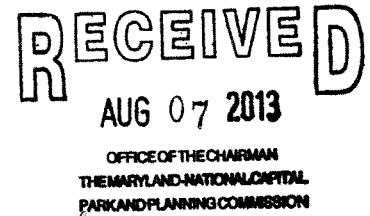
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Elizabeth Barbehenn
8208 Thoreau Dr
Bethesda, MD 20817

MCP-CTRACK

From: Deborah Bell <deb.bell83@gmail.com>
Sent: Wednesday, August 07, 2013 9:06 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

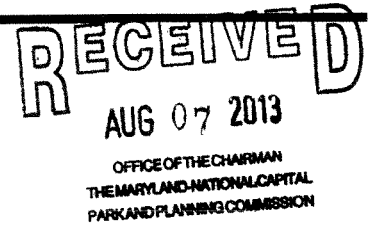
Signed,

Deborah J. Bell

Deborah Bell
19915 knollcross drive
germantown, MD 20876

MCP-CTRACK

From: Cameron Ray <cray@rabcospecks.com>
Sent: Wednesday, August 07, 2013 9:21 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

Cameron Ray
20300 Sandsfield Terrace
Germantown, MD 20876

MCP-CTRACK

From: Yevgeniya Chugunova <jane_3005@yahoo.com>
Sent: Wednesday, August 07, 2013 10:07 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

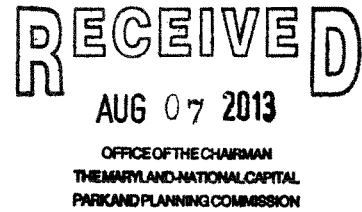
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Yevgeniya Chugunova
19217 Gatlin drive
Gaithersburg, MD 20879

MCP-CTRACK

From: Maryanne Sacco <saccomaryanne@gmail.com>
Sent: Wednesday, August 07, 2013 10:12 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

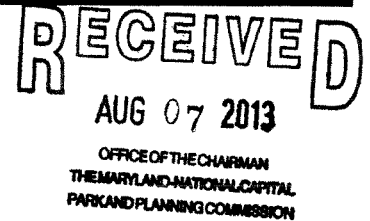
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Maryanne Sacco
111 Kestrel Ct
Gaithersburg, MD 20879

MCP-CTRACK

From: Mark Weikert <mark@blrholdingsinc.com>
Sent: Wednesday, August 07, 2013 10:16 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

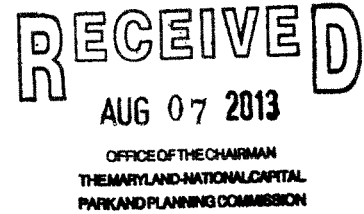
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Mark Weikert
20501 Watkins Meadow Drive
Germantown, MD 20876

MCP-CTRACK

From: Igor Chugunov <igor1409@yahoo.com>
Sent: Wednesday, August 07, 2013 10:26 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

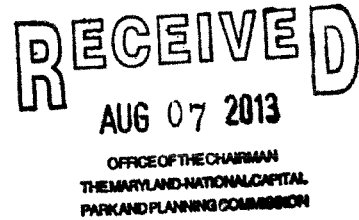
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Igor Chugunov
19217 Gatlin Drive
Gaithersburg, MD 20879

MCP-CTRACK

From: Sharon Feldmann <shelcat1121@aol.com>
Sent: Wednesday, August 07, 2013 10:35 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

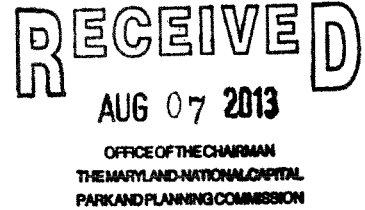
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Sharon Feldmann
20432 Watkins Meadow Drive
Germantown, MD 20876

MCP-CTRACK

From: Kurt Feldmann <kurtiwla@aol.com>
Sent: Wednesday, August 07, 2013 10:38 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

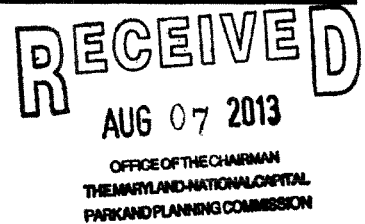
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Kurt Feldmann
20432 Watkins Meadow Drive
Germantown, MD 20876

MCP-CTRACK

From: Anna Durkin <durkins8@verizon.net>
Sent: Wednesday, August 07, 2013 11:12 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

Anna Durkin
10708 Risingdale Court
Germantown, MD 20876

MCP-CTRACK

From: TAME Coalition <tamecoalition@gmail.com>
Sent: Wednesday, August 07, 2013 12:04 PM
To: TAME Coalition
Subject: testimony for M-83 Environmental Hearing

RECEIVED
AUG 07 2013

OFFICE OF THE CHAIRMAN
 THE MARYLAND-NATIONAL CAPITAL
 PARK AND PLANNING COMMISSION

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

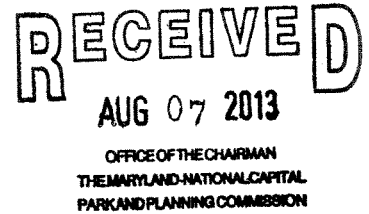
Coalition for Transit Alternatives to Mid-County Highway Extended (TAME)

see our TAME Coalition Blog

240-581-0518

MCP-CTRACK

From: ANGELA TABLADA <ATABLADA@VERIZON.NET>
Sent: Wednesday, August 07, 2013 12:56 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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

ANGELA TABLADA
10712 AUTUMN LEAF PLACE
GERMANTOWN, MD 20876

MCP-CTRACK

From: Jean Whitman <jean.whitman@comcast.net>
Sent: Wednesday, August 07, 2013 12:57 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

L
AUG 07 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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 bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

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

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

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

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

Signed,
Jean A. Whitman

Jean Whitman
20218 Grazing Way
Montgomery Village, MD 20886

MCP-CTRACK

RECEIVED
8643
AUG 12 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Vijay Kandaswamy <vijay_kandaswamy@yahoo.com>
Sent: Friday, August 09, 2013 10:06 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

Signed,

Vijay Kandaswamy
11013 Grassy Knoll Terrace
Germantown, MD 20876

MCP-CTRACK

From: Souri Manoharan <sourimanoharan@yahoo.com>
Sent: Friday, August 09, 2013 11:55 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 12 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

Souri Manoharan
11039 GRASSY KNOLL TER
GERMANTOWN, MD 20876

MCP-CTRACK

RECEIVED

AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Charlie Bailey <csb19815@gmail.com>
Sent: Friday, August 09, 2013 11:56 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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 proposed 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. Even if this transit does not arrive as soon as the improvements are completed, it is crucial to lay the groundwork for it. 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,

Charlie Bailey
Rockville

Charlie Bailey

4 Vallingby Circle
Rockville, MD 20850

MCP-CTRACK

From: Kam Leung <kamhleung@aol.com>
Sent: Friday, August 09, 2013 12:30 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Kam Leung
11036 Grassy Knoll Ter
Germantown, MD 20876

MCP-CTRACK

From: Kristen Bush <kristenbush@yahoo.com>
Sent: Friday, August 09, 2013 12:35 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

Kristen Bush
11000 Grassy Knoll Terrace
Germantown, MD 20876

MCP-CTRACK

From: Cindy Connolly <k_connolly7@comcast.net>
Sent: Friday, August 09, 2013 12:48 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

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

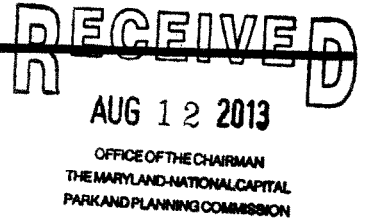
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Please take a walk through the site to get a feel for all the wildlife and people who use and enjoy the areas. Please think of all the voices you have heard and are hearing that are so against this construction.

Signed,
Cindy Connolly

Cindy Connolly
11001 Grassy Knoll Terr
Germantown, MD 20876

MCP-CTRACK



From: Soheyla Rafizadeh <srafizadeh@yahoo.com>
Sent: Friday, August 09, 2013 1:22 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

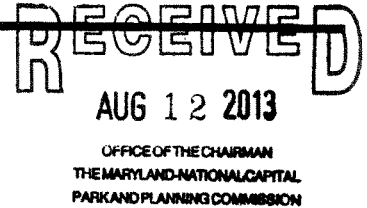
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands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

Signed,

Soheyla Rafizadeh
11003 Grassy Knoll Ter
Germantown, MD 20876

MCP-CTRACK

From: Indhu Balasubramaniam <indhupriya@gmail.com>
Sent: Friday, August 09, 2013 2:25 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I sincerely urge you to reject the permit application for M-83 and alternative 9 in particular for the path it will take through our streams and only remaining parkland in the eastern side of Germantown. Our county cannot afford it and neither can the planet for the sprawl and destruction it will bring.

Building new roads to manage traffic is 20th century thinking when we now more than ever urgently need to protect natural resources and invest more on mass transit. Building of these road will result in a criminal destruction of the few wetlands, stream valleys and natural resources we have. No mitigation however big or small is going to matter once the destruction starts. Those of us living in DC area know fully well no road will completely ease congestion without the aid of mass transit.

We have a good solution on hand namely - Mass transit which has the potential to ease congestion and will also propel Montgomery County towards a better future in terms of quality of living .

Planet Earth has limited resources. All of us reading the news should be aware of the havoc that mindless construction brought about by destruction of wetlands and habitat have caused to communities all over the globe. While you have spent millions of dollars of tax payer money studying how road building can ease congestion the bulk of money would have been best spent trying to increase mass transit and making it affordable and easy for people to use it without having to drive their cars around.

Yes, people in Clarksburg have to get out. But what were the county executive and the planning commission doing at that time? Why weren't these studies done before building houses ? Why were these buildings permit issued without roads leading out of there? Doesn't the responsibility also lie with the people who bought houses there? Why didn't they think about their modes of transportation before buying their houses? To now retroactively fix something that was ill conceived and thereby adversely affect everybody else is neither fair nor equitable.

Widening already existing roads to ease congestion seems a much more smart way of managing growth.

As elected representatives and civil servants you have great powers in your hands to define the future of the county and its citizens living here. I sincerely hope that the decisions you take will be fair for not only to the voting adults of today but our children and grand children who deserve to enjoy the very same natural resources we take for granted and are ready to destroy with a bull dozer.

Destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland brings credit to nobody but shame to all of us who willfully let this happen. Elected representatives should think with foresight than the next election cycle.

Indhu Balasubramaniam
11013 Grassy Knoll Ter
Germantown, MD 20876

MCP-CTRACK

RECEIVED

AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Robert Smythe <rbsmythe@comcast.net>
Sent: Friday, August 09, 2013 3:01 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

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

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

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

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

Signed,

Robert Smythe
4807 Wellington Drive
Chevy Chase, MD 20815

MCP-CTRACK

RECEIVED

AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Dakshi Pillai <dakshipillai@yahoo.com>
Sent: Friday, August 09, 2013 10:46 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

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

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

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Dakshi Pillai
Grassy Knoll Terrace
Germantown, MD 20876

MCP-CTRACK

RECEIVED

AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Colleen Ricketts <Wrick32683@aol.com>
Sent: Friday, August 09, 2013 11:02 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

If this passes, many families will be moving out of this county. Please consider spending our hard earned tax dollars on something of greater importance.

Signed, Colleen Ricketts

Colleen Ricketts
11047 grassy knoll terr
Germantown, MD 20876

MCP-CTRACK

RECEIVED

From: Jerry DePoyster <Jdepoy@mac.com>
Sent: Saturday, August 10, 2013 1:43 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

AUG 12 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed, Jerry DePoyster DVM

Jerry DePoyster
11111 Sceptre Ridge Terrace
Germantown, MD 20876

MCP-CTRACK

RECEIVED

AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Theodore Farrand <tfarrand@comcast.net>
Sent: Sunday, August 11, 2013 2:39 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

How can we pursue such an expensive project when expanding existing roads, such as MD355 is a practical move. I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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 last 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.

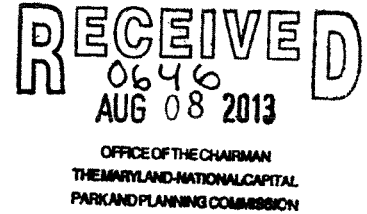
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Theodore Farrand
Grassy Knoll Terrace
Germantown, MD 20876

Garcia, Joyce

From: Edward Pfister <epfister@comcast.net>
Sent: Wednesday, August 07, 2013 3:18 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

Due to the many health and environmental concerns I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

In my review of the environmental documents I read about impacts but there was no discussion of adverse health outcomes especially on impact vulnerable school children.

Another most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

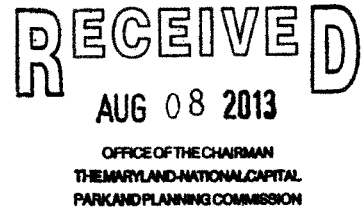
Signed,

Edward Pfister

10717 Seneca Spring Way
Montgomery Village, MD 20886

Garcia, Joyce

From: Maureen Matkovich <mwmcem@msn.com>
Sent: Wednesday, August 07, 2013 3:51 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

Additionally, the additional traffic-generated ozone will be quite problematic for the asthmatics who live in the impacted neighborhoods. I am one of those asthmatics.

Signed,

Maureen Matkovich

Maureen Matkovich
20404 Sandsfield Terrace
Germantown, MD 20876

Garcia, Joyce

From: Mary Jane Siok <maryjane@sioks.com>
Sent: Wednesday, August 07, 2013 3:45 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

Please reject the permit application for M83, the Mid-county Highway Extended. This new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers, trucks and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted storm water runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, storm water runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Mary Jane Siok
10717 Autumn Leaf Place
Germantown, MD 20876

Garcia, Joyce

From: Dick Miller <Jrniller24@verizon.net>
Sent: Wednesday, August 07, 2013 5:19 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

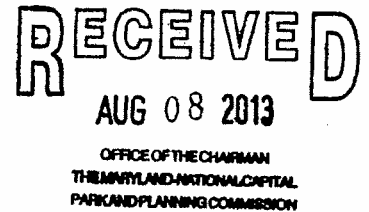
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Dick Miller
20464 Watkins Meadow dr
Germantown, MD 20876

Garcia, Joyce

From: Michele Weikert <Memphissskye@verizon.net>
Sent: Wednesday, August 07, 2013 6:09 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Michele Weikert
Watkins Meadow Drive
Germantown, MD 20876

Garcia, Joyce

From: Ramya Bhagavan <ramyabhagavan69@gmail.com>
Sent: Wednesday, August 07, 2013 6:37 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

Ramya Bhagavan
11147 Yellow Leaf Way
Germantown, MD 20876

Garcia, Joyce

From: Lori Bernstein <Bernsteinlori@hotmail.com>
Sent: Wednesday, August 07, 2013 8:51 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

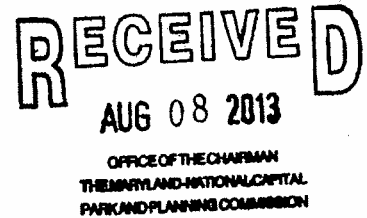
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Lori Bernstein
9965 lake landing rd
Montgomery Village, MD 20886

Garcia, Joyce

From: Brian Judy <contact@redaphid.com>
Sent: Wednesday, August 07, 2013 9:21 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

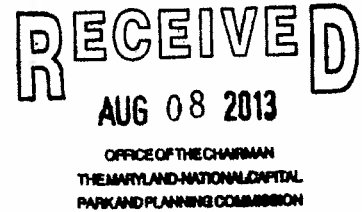
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Brian Judy
10428 Kardwright Ct
Montgomery Village, MD 20886

Garcia, Joyce

From: Rochelle Baker <Rojoda417@yahoo.com>
Sent: Wednesday, August 07, 2013 11:01 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Rochelle Baker
20301 Sandsfield Ter
Germantown, MD 20876

Garcia, Joyce

From: Jeffrey Oltchick <oltchickj@aol.com>
Sent: Thursday, August 08, 2013 6:34 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Jeffrey Oltchick
11002 Cross Laurel Drive
Germantown, MD 20876

Garcia, Joyce

From: Francesca DeBiaso <francesca.debiaso@gmail.com>
Sent: Thursday, August 08, 2013 11:53 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

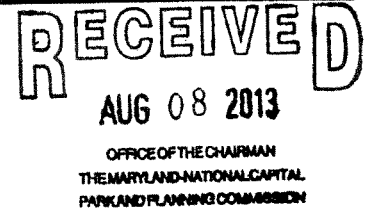
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Francesca DeBiaso
Misty Moon Place
Germantown, MD 20876

MCP-CTRACK

From: Peppi DeBiaso <pdebias@verizon.net>
Sent: Thursday, August 08, 2013 2:30 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

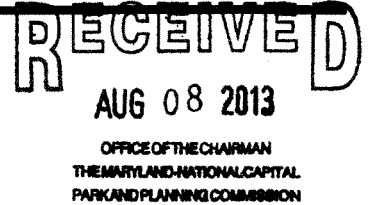
Signed,

Peppi DeBiaso

Peppi DeBiaso
10704 misty moon place
germantown, MD 20876

MCP-CTRACK

From: Joel Iams <joel_iam@yahoo.com>
Sent: Thursday, August 08, 2013 2:33 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Joel Iams
Sligo Creek Pkwy
Silver Spring, MD 20901

MCP-CTRACK

From: Benjamin Beiter <benjamin.beiter@gmail.com>
Sent: Thursday, August 08, 2013 3:04 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Benjamin Beiter
9906 Boysenberry Way #118
Gaithersburg, MD 20879

MCP-CTRACK

From: Nanci Hurt <nancihurt@comcast.net>
Sent: Thursday, August 08, 2013 3:14 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

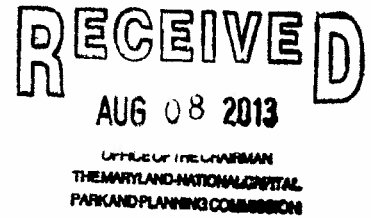
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Nanci Hurt
9620 Watkins Road
Gaithersburg, MD 20882

MCP-CTRACK

From: Pat Saether <psaether@comcast.net>
Sent: Thursday, August 08, 2013 5:41 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I live on Game Preserve Road in Gaithersburg and do not want a highway in my backyard.

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in 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,

Pat Saether

Pat Saether
10812 Game Preserve Rd
Gaithersburg, MD 20879

Garcia, Joyce

From: Edward Pfister <epfister@comcast.net>
Sent: Wednesday, August 07, 2013 3:18 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0646
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

Due to the many health and environmental concerns I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

In my review of the environmental documents I read about impacts but there was no discussion of adverse health outcomes especially on impact vulnerable school children.

Another most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Edward Pfister

10717 Seneca Spring Way
Montgomery Village, MD 20886

Garcia, Joyce

From: Maureen Matkovich <mwmcem@msn.com>
Sent: Wednesday, August 07, 2013 3:51 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

Additionally, the additional traffic-generated ozone will be quite problematic for the asthmatics who live in the impacted neighborhoods. I am one of those asthmatics.

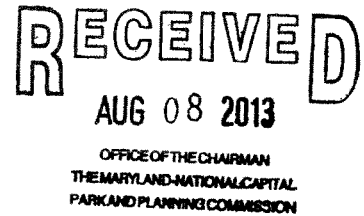
Signed,

Maureen Matkovich

Maureen Matkovich
20404 Sandsfield Terrace
Germantown, MD 20876

Garcia, Joyce

From: Mary Jane Siok <maryjane@sioks.com>
Sent: Wednesday, August 07, 2013 3:45 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

Please reject the permit application for M83, the Mid-county Highway Extended. This new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers, trucks and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted storm water runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, storm water runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Mary Jane Siok
10717 Autumn Leaf Place
Germantown, MD 20876

Garcia, Joyce

From: Dick Miller <Jrniller24@verizon.net>
Sent: Wednesday, August 07, 2013 5:19 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

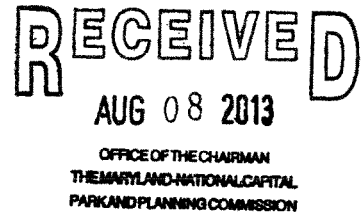
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Dick Miller
20464 Watkins Meadow dr
Germantown, MD 20876

Garcia, Joyce

From: Michele Weikert <Memphisskye@verizon.net>
Sent: Wednesday, August 07, 2013 6:09 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

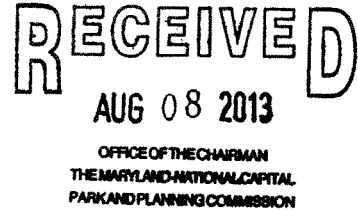
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Michele Weikert
Watkins Meadow Drive
Germantown, MD 20876

Garcia, Joyce

From: Ramya Bhagavan <ramyabhagavan69@gmail.com>
Sent: Wednesday, August 07, 2013 6:37 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

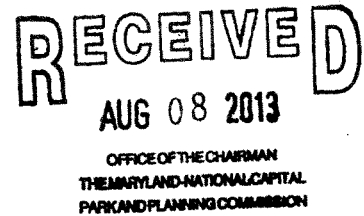
The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the 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.

Ramya Bhagavan
11147 Yellow Leaf Way
Germantown, MD 20876

Garcia, Joyce

From: Brian Judy <contact@redaphid.com>
Sent: Wednesday, August 07, 2013 9:21 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

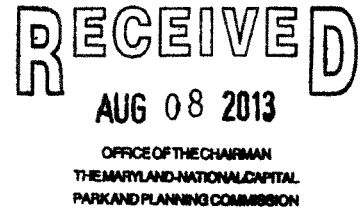
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Brian Judy
10428 Kardwright Ct
Montgomery Village, MD 20886

Garcia, Joyce

From: Rochelle Baker <Rojoda417@yahoo.com>
Sent: Wednesday, August 07, 2013 11:01 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

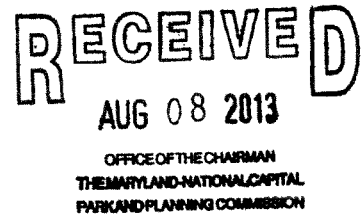
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Rochelle Baker
20301 Sandsfield Ter
Germantown, MD 20876

Garcia, Joyce

From: Jeffrey Oltchick <oltchickj@aol.com>
Sent: Thursday, August 08, 2013 6:34 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Jeffrey Oltchick
11002 Cross Laurel Drive
Germantown, MD 20876

Garcia, Joyce

From: Francesca DeBiaso <francesca.debiaso@gmail.com>
Sent: Thursday, August 08, 2013 11:53 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 08 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

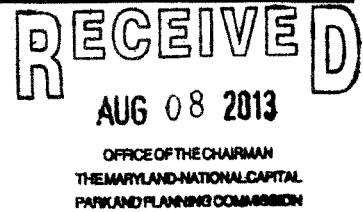
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Francesca DeBiaso
Misty Moon Place
Germantown, MD 20876

MCP-CTRACK

From: Peppi DeBiaso <pdebias@verizon.net>
Sent: Thursday, August 08, 2013 2:30 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

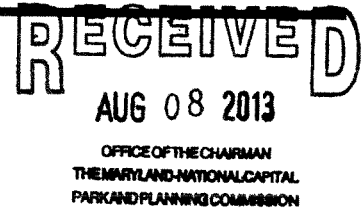
Signed,

Peppi DeBiaso

Peppi DeBiaso
10704 misty moon place
germantown, MD 20876

MCP-CTRACK

From: Joel Iams <joel_iam@yahoo.com>
Sent: Thursday, August 08, 2013 2:33 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Joel Iams
Sligo Creek Pkwy
Silver Spring, MD 20901

MCP-CTRACK

From: Benjamin Beiter <benjamin.beiter@gmail.com>
Sent: Thursday, August 08, 2013 3:04 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED

AUG 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

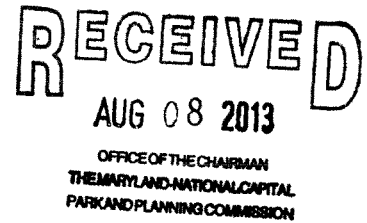
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Benjamin Beiter
9906 Boysenberry Way #118
Gaithersburg, MD 20879

MCP-CTRACK

From: Nanci Hurt <nancihurt@comcast.net>
Sent: Thursday, August 08, 2013 3:14 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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.

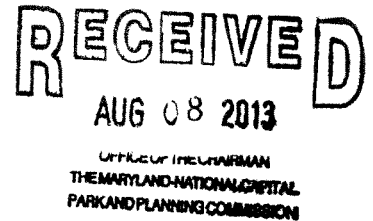
There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Nanci Hurt
9620 Watkins Road
Gaithersburg, MD 20882

MCP-CTRACK

From: Pat Saether <psaether@comcast.net>
Sent: Thursday, August 08, 2013 5:41 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I live on Game Preserve Road in Gaithersburg and do not want a highway in my backyard.

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in 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,

Pat Saether

Pat Saether
10812 Game Preserve Rd
Gaithersburg, MD 20879

MCP-CTRACK

RECEIVED
0659
AUG 12 2013

From: Jessica Reynolds <jlgreynolds@gmail.com>
Sent: Thursday, August 08, 2013 10:19 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Jessica Reynolds
1022 Paul Dr
Rockville, MD 20851

MCP-CTRACK

From: Fay Leung <fayleung1@aol.com>
Sent: Monday, August 12, 2013 9:29 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
 AUG 12 2013

OFFICE OF THE CHAIRMAN
 THE MARYLAND-NATIONAL CAPITAL
 PARK AND PLANNING COMMISSION

Dear Chair Hill,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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

Attachment F - Public Comment

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, Hui Y. Leung 11036 Grassy Knoll Ter Germantown, MD 20876

Garcia, Joyce

RECEIVED

AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION

From: Tina Slater <slater.tina@gmail.com>
Sent: Monday, August 12, 2013 11:01 AM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov
Cc: rudnick.barbara@epa.gov; county exec ike leggett; county council; MCT Chair
Subject: Please Reject M-83 Application
Attachments: ACT.Testimony.M-83 on Letterhead.2013-08-07.doc

Dear Army Corps of Engineers & Maryland Department of the Environment,

As President of Action Committee for Transit, a Montgomery County-based transit advocacy group of 500 members, I urge you to reject the permit application for M-83. The Midcounty Highway Extended is being offered up at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

Rather than build M-83, we should improve and upgrade existing MD355. It costs much less, has fewer environmental impacts, and amply supports the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south.

Our full letter is attached.

Sincerely,
Tina Slater
President, Action Committee for Transit
www.actfortransit.org
301-585-5038
slater.tina@gmail.com

RECEIVED

AUG 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Action Committee for Transit

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

August 7, 2013

As President of Action Committee for Transit, a Montgomery County-based transit advocacy group of 500 members, I urge you to reject the permit application for M83. The Midcounty Highway Extended is being offered up 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 example of Clarksburg's population growth represents the perfect opportunity for Montgomery County to be progressive in implementing viable mass transit systems that connect Activity Centers --- the goal of transportation is to move the most people, not the most cars. Not only would a strong new transit system serve Upcounty residents, it will also serve thru commuters from the growing areas north of our county. For that reason, we support the MD355 North corridor of the BRT extended to Clarksburg. Please note that the County's Clarksburg Master Plan states: "Transit is an essential feature of this plan; without it, the Plan's vision cannot be realized."

Regarding tonight's hearing, the most pressing issue about constructing M83 is the potential impact on wetlands and aquatic resources. In addition to wetland impacts, construction of M83 could destroy acres of forest, park land, and prime farmland.

While building M-83 may provide traffic relief for a few years, after that, it too will become congested. Further, we must pay attention to the regional effects of highway expansion on suburban sprawl.

Rather than build M-83, we should improve and upgrade existing MD355. It costs much less, has fewer environmental impacts, and amply supports the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. While MCDOT's report says that Rapid Transit is too early in the process to consider, the Rapid Transit plan is being considered by our County Council as we speak. It would be a mistake not to evaluate a real transit alternative to this highway.

Maryland is committed to Smart Growth. Just two weeks ago, our Governor reiterated Maryland's goal of a 25% reduction of Greenhouse Gas emissions by 2020. In a time of scarce resources and rising environmental challenges like climate change, we cannot afford to make the wrong investments for our future. ACT opposes the permit application for M83.

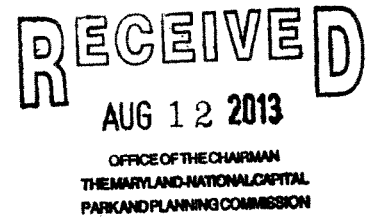
Sincerely,



Tina Slater, President
Action Committee for Transit
www.actfortransit.org
slater.tina@gmail.com
301-585-5038

MCP-CTRACK

From: Barbara <cantileb@gmail.com>
Sent: Monday, August 12, 2013 12:44 PM
To: MCP-Chair
Subject: M-83



Dear Sir:

I am totally against M-83. The highway would run right through the back of my and many other homes, through an area where children play sports, and through a wildlife preserve.

I wish you could see the amount of water that the preserve holds. When it rains, one can see the impact of the water levels in so many areas. If this highway proceeds in being built, I can just imagine the impact of the amount of water we will have in our homes resulting in a high cost of septic problems. Never mind that the value of our house will decrease and kids will no longer have a home to play baseball, football, etc.

Again, this is a wildlife preserve, but that has never seemed to matter to the people who see money, roads, expediency, and supposed legacy as their primary motive. My son when first in college wrote a paper on this wetlands area so we both went to explore and found all kinds of wildlife. The idea that they can be displaced and another wetlands area can be re-created as it is now seems ludicrous.

Please hear my voice and that of others who will be immediately and adversely impacted by this road. There certainly have to be better alternatives.

Please stand up for nature...

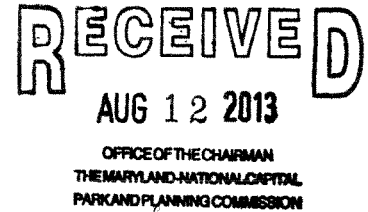
Thank you for your time.

Sincerely,

Barbara Cantilena
10326 Watkins Mill Drive
Montgomery Village, MD 20886

MCP-CTRACK

From: Barbara <cantileb@gmail.com>
Sent: Monday, August 12, 2013 1:29 PM
To: MCP-Chair
Subject: Against M-83



Dear MCP Chairman:

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts. The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Barbara Cantilena
10326 Watkins Mill Drive
Montgomery Village, MD 20886

Garcia, Joyce

RECEIVED
0735
AUG 19 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Carla Magdamo <Cgmpsu91@verizon.net>
Sent: Sunday, August 18, 2013 7:18 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Carla Magdamo
20357 Watkins Meadow Dr
Germantown, MD 20976

Garcia, Joyce

From: Craig Tiren <thetirens@gmail.com>
Sent: Sunday, August 18, 2013 7:46 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Craig Tiren
20313 Sandsfield Terrace
Germantown, MD 20876

Garcia, Joyce

From: Linda Sterling <lstering21@verizon.net>
Sent: Sunday, August 18, 2013 8:06 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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

Garcia, Joyce

From: Frank Bloom <fmbloom@aol.com>
Sent: Sunday, August 18, 2013 8:17 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Frank Bloom
10725 wayfarer rd
germantown, MD 20876

Garcia, Joyce

From: Cynthia Tiren <tirenfamily@verizon.net>
Sent: Sunday, August 18, 2013 8:40 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Cynthia Tiren
20313 Sandsfield Terrace
Germantown, MD 20876

RECEIVED

AUG 19 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Garcia, Joyce

From: Amira Nassar <anassar13@gmail.com>
Sent: Sunday, August 18, 2013 12:51 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Amira Nassar
20361 Watkins Meadow Drive
Germantown, MD 20876

Garcia, Joyce

From: Drew Essig <Dcessig@hotmail.com>
Sent: Sunday, August 18, 2013 3:05 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Drew Essig

Drew Essig
10708 misty moon pl
Germantown, MD 20876

Garcia, Joyce

From: Miriam Lieblein <miriamwalks@yahoo.com>
Sent: Sunday, August 18, 2013 3:48 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I am writing in opposition to building M-83. I'm concerned about the loss of green space and wetlands, the impact on wildlife and people, the pollution and noise, and the violation of Smart Growth principles. Current population trends show that people are moving back to cities and urban centers. If this continues, the extra capacity provided by M-83 may not be necessary. Once we damage the wetlands and wildlife habitat by building a road, we can't easily get them back. We can, however, always build the road at some later time. Having significant green space is important to physical and psychological health; those woods and parkland are a great treasure. It also seems to me that building roads to provide another north/south route simply encourages sprawl, which runs counter to Smart Growth principles. If M-83 is built, it's likely that there will be more development along it, consuming the last significant expanse of green space in the area.

On a personal note, I live on Grassy Knoll Terrace, and am concerned about the noise and pollution that M-83 would produce for our neighborhood. Most houses on Grassy Knoll are well above road level; even if sound walls were built, they wouldn't help. I also worry about pollution levels rising significantly for those of us who walk/run/cycle along the popular multi-use paths alongside Midcounty and Middlebrook.

Miriam Lieblein
Grassy Knoll Ter
Germantown, MD 20876

Garcia, Joyce

From: Paula Koch <paulakoch1@verizon.net>
Sent: Monday, August 19, 2013 12:31 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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, Paula A. Koch

Paula Koch
20468 Watkins Meadow Drive
Germantown, MD 20876

Garcia, Joyce

From: William Koch <billkoch1@verizon.net>
Sent: Monday, August 19, 2013 12:40 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed, William F. KOCH

William Koch
20468 Watkins Meadow Dr.
Germantown, MD 20876

Garcia, Joyce

RECEIVED
6736
AUG 19 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Robin Horner <robinhorner@verizon.net>
Sent: Sunday, August 18, 2013 2:44 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

I have lived in and around Montgomery Village since 1979. I was informed about M83 at that time. The county has waited TOO LONG communities are well established. BESIDES the REAL need now-2013- is Route 27 - and there is nothing on the table for this MAJOR traffic area - yet the CO continues to give building permits without roads.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our neighborhoods.

There are many reasons to oppose this project. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Please widen #355 above Father Hurley and widen Rt 27 to 6 lanes NOW - not 40yrs from now.

Sincerely,
Robin Horner

Robin Horner
20465 Watkins Meadow Dr
Germantown, MD 20876

RECEIVED
0737
AUG 19 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Garcia, Joyce

From: gregory kemp <gvkemp@hotmail.com>
Sent: Sunday, August 18, 2013 9:36 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

Dear Chair Carrier,

Please reject the permit application for M83, the Midcounty Highway Extension. An excess of roads is not the answer. Not only will the project threaten highly valued green areas, but it is but another backwards step in solving transportation issues. It is time that we show some sense and do something that will change the culture of urban sprawl. Public transportation is one option. No new road is another. What will happen without M83? It will force people to make smarter transportation decisions. Montgomery county is a leader in so many ways, why not be a leader here.

I use the green areas which would be damaged by some of the road options three or more times per week. This includes running, hiking, mountain biking, and canoeing. These areas are genuine treasures. I cannot believe that there are not smarter alternatives.

Although I am against any M83, the only decent choice (if a choice must be made) is Alternative 2. I am against it overall, but I do see it as best of the options being considered. Keep the traffic to the existing traffic corridor. Protect our precious resources.

Signed,
Gregory Kemp

gregory kemp
20309 sandsfield ter
germantown, MD 20876

MCP-CTRACK

From: Keith Sanderson <sandman6944@gmail.com>
Sent: Monday, August 19, 2013 7:06 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0747
AUG 20 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Keith Sanderson
811 Leverton
Rockville, MD 20852

MCP-CTRACK

From: Margaret Hopkins <Peggyhop@aol.com>
Sent: Tuesday, August 20, 2013 9:39 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 20 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes at a time when we should consider real transit alternatives to new highway construction to help plan for a sustainable future for Montgomery County.

The most pressing issue for next week's public hearing about M83 is the potential impact on wetlands and our aquatic resources. Alternatives 4, 8, or 9 (alternatives that entail new construction, rather than upgrading existing roads) would travel through wetlands and important stream valleys. Montgomery County Department of Transportation (MCDOT) says only 0.9 acres of wetlands would be impacted because they are proposing to build bridges over these areas. Yet it's clear that the construction process to build those bridges -- including temporary access roads to bring in bull dozers and heavy equipment -- will necessitate filling in wetland areas and compacting soil that is key to filtration and other ecosystem functions.

Longer term, new impermeable surfaces directly over the wetlands will drive more polluted stormwater runoff into these important natural resources, which are already threatened by potential increases in impervious surfaces from nearby developments like Ten Mile Creek.

In addition to wetland impacts, there are several key environmental and community issues to consider. Alternatives 4, 8, and 9 of M83 would cause the destruction of up to 67 acres of forests, 48 acres of park land, and 31 acres of prime farmland. It would attract more traffic, causing more air pollution and carbon emissions. Finally, it would divide existing communities and bring associated health and noise impacts.

The only acceptable alternative proposed is Alternative 2, which proposes upgrades to MD355. It costs the least, has the least impacts, and enables the development of high quality Rapid Transit connecting Clarksburg to Gaithersburg and points south. The County's own traffic analysis admits none of the more costly alternatives perform any better than utilizing our existing roadways. For the same cost of M83, estimated at up to \$700 million, we could improve existing roadways while implementing the Rapid Transit System to connect Clarksburg to the rest of the County. While MCDOT's report says that Rapid Transit is too early in the process to consider, I believe it would be a mistake to not evaluate a real transit alternative to this highway which will severely impact our natural resources and neighborhoods.

There are many reasons to oppose this project, including its impact on wetlands. Please consider the full impact of construction, stormwater runoff, and the secondary impacts of nearby development, and reject the permit for this project that would enable the destruction and degradation of our wetlands and water resources.

Signed,

Margaret Hopkins
10709 Wayfarer Road
Germantown, MD 20876

MCP-CTRACK

From: Carol Agayoff <cagayoff@aol.com>
Sent: Tuesday, August 20, 2013 2:42 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
AUG 20 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Carol Agayoff
13300 Bluebeard Terrace
Clarksburg, MD 20871

Folden, Matthew

From: Cherian Eapen <cherianeapen@hotmail.com>
Sent: Wednesday, August 21, 2013 11:49 AM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov; Greg Hwang
Cc: Folden, Matthew; Carter, John; Dolan, Mary; Kim, Ki; MCP-Chair; Catherine Matthews; bruce.johnston@montgomerycountymd.gov; county.council@montgomerycountymd.gov; County Executive; anne.kaiser@house.state.md.us; eric.luedtke@house.state.md.us; craig.zucker@house.state.md.us; kathleen.dumais@house.state.md.us; brian.feldman@house.state.md.us; aruna.miller@house.state.md.us; charles.barkley@house.state.md.us; kirill.reznik@house.state.md.us; shane.robinson@house.state.md.us; karen.montgomery@senate.state.md.us; Rob Garagiola; nancy.king@senate.state.md.us
Subject: Comments on Midcounty Corridor Study

August 21, 2013

U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, Maryland 21203-1715
Attn: Mr. Jack Dinne, CENAB-OP-RMN

Maryland Department of the Environment
Wetlands and Waterways Program
160 South Water Street
Frostburg, Maryland, 21532
Attn: Mr. Sean McKewen

Montgomery County Department of Transportation
Division of Transportation Engineering
100 Edison Park Drive, 4th Floor
Gaithersburg, MD 20878
Attn: Greg Hwang, Project Manager

Ref.

Comments on Midcounty Corridor Study
CORPS: CENAB-OP-RMN (Mid County Corridor Study) 2007-07102-M15
MDE Nontidal Wetlands and Waterways: 13-NT-3162/201360802/AI No. 140416

Thank you for this opportunity to provide comments on the Midcounty Corridor Study.

As a Clarksburg/Germantown resident since 2002, I would like to **express my strong support** for the completion of M-83 with the **Alternative 9A or Master Plan Alignment**, the extension of Midcounty Highway between its current terminus at Montgomery Village Avenue and Ridge Road (MD 27) at Snowden Farm Parkway (A-305). This is a long overdue project and it is important to note that the Clarksburg Civic Association and the Mayor/City Council of the City of Gaithersburg have also endorsed Alternative 9A or the

Master Plan Alignment. As documented in the Midcounty Corridor Study Draft Environmental Effects Report (DEER), Alternative 9 provides the highest transportation effectiveness among all alternatives considered. Additionally, through bridging, alignment shifts, and retaining walls, I believe Alternative 9A minimizes its impact to wetlands, streams, forest, floodplains, and parklands. The DEER also proposes substantial mitigation to forest and parkland losses to fully offset any impact from Alternative 9A.

The master plan alignment for M-83 has been on area master plans for over half a century, and was recently confirmed in the 1994 Clarksburg Master Plan. If Alternative 9A alignment is not chosen, the County will be renegeing on its long-standing promise to residents in the Upcounty and especially in Clarksburg (and generally to all who live and do business in the County), who were sold on many infrastructure projects (such as the Corridor Cities Transitway or CCT, in addition to M-83; and more recently on a shared-road MD 355 BRT extension from Germantown to Clarksburg that Planning staff did not even include in the initial Public Hearing Draft of the Countywide Transitway Corridor Functional Master Plan) that were to provide residents the basic necessary Quality of Life access to jobs, mass-transit, transportation corridors, airports, and economic/activity centers.

Upcounty residents, especially in Clarksburg have made educated decisions on their purchase of residences just as residents in other older developments/neighborhoods within the study area made their decisions – by relying on area master plans. Additionally, the M-83 alignment was the basis (and continues to be the basis) for growth and development within the study area for over 50 years. The efforts and arguments now to oppose the master plan alignment and to stall progress on the project through support for infeasible alternatives (such as BRT along MD 355 as a way to get Clarksburg residents to Shady Grove) and misinformation are detrimental to the economic growth, quality of life, and daily well-being of a substantial number of residents in the Upcounty area. I believe some opposed to the Alternative 9A are being hypocritical as well (for example, the opposition to the Master Plan Alignment by Action Committee for Transit and Coalition for Smarter Growth for environmental reasons, who at the same time support construction of Purple Line construction over parkland/forested areas and streams in the Capital Crescent Trail area) and do not mind denying the same comforts they enjoy to residents of Upcounty.

Over the last 10 years, considerable residential development has occurred in Clarksburg at a blistering pace, all predicated on transit and roadway capacity being available. Significant additional retail development with regional draw is also now being proposed in Clarksburg and the new Holy Cross Hospital is nearing completion along Middlebrook Road in East Germantown. The very reason for “growth capacity” in Clarksburg and East Germantown and approval of development in these areas can be linked directly to projects such as M-83 and CCT, as evidenced by the inclusion of these projects in the past and current County growth policies. However, with no prospect of CCT or the Countywide BRT system coming to Clarksburg in the near future or CCT ever being a viable “jobs access” option for residents in Clarksburg, it is extremely important and crucial that the County expeditiously move towards building the master plan alignment for M-83 as the only viable, rational, common-sense transportation infrastructure project. This alignment will make a huge difference in the lives of residents in Upcounty, especially in Clarksburg where MD 355, MD 27, and Observation Drive – some of the major roadways that were master planned to provide access, circulation, and emergency services to its residents – are still many years from being completed (despite Clarksburg paying the highest transportation and school impact taxes).

The benefits of this project could be far-reaching, as it could enhance transit and economic options not just for residents of Clarksburg, but also for communities to the southeast and southwest in Germantown, Gaithersburg and Montgomery Village and communities to the northeast and northwest of Clarksburg extending into Damascus and Frederick County. The master plan alignment of M-83 is essential for the economic well-being of Upcounty and the County as well since without the roadway and the ensuing congestion, it would only become easier for Upcounty residents to travel to Urbana and to Frederick for shopping (instead of shopping at the Lakeforest Mall or at other shops in Gaithersburg, Great Seneca, or Rockville) and for jobs (instead of jobs

Attachment F - Public Comment

within Montgomery County). The revenue and economic impact of such a scenario to the Upcounty would be damaging.

A successful, vibrant community to the east side of I-270 is necessary just as the west side of I-270, which is held together by Great Seneca Highway, a roadway similar to Mid County Highway.

Thank you again for your consideration of my comments. Please feel free to contact me if you have any questions.

Sincerely,

Cherian Eapen
23118 Birch Mead Road
Clarksburg, MD 20871

Folden, Matthew

From: Bob Nelson <bobnelson@outlook.com>
Sent: Wednesday, August 21, 2013 5:35 PM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov; Greg Hwang
Cc: Folden, Matthew; Carter, John; Dolan, Mary; Kim, Ki; MCP-Chair; Matthews, Catherine; bruce.johnston@montgomerycountymd.gov; county.council@montgomerycountymd.gov; County Executive; anne.kaiser@house.state.md.us; eric.luedtke@house.state.md.us; craig.zucker@house.state.md.us; kathleen.dumais@house.state.md.us; brian.feldman@house.state.md.us; aruna.miller@house.state.md.us; charles.barkley@house.state.md.us; kirill.reznik@house.state.md.us; shane.robinson@house.state.md.us; karen.montgomery@senate.state.md.us; Rob Garagiola; nancy.king@senate.state.md.us; Cherian Eapen
Subject: Comments on Midcounty Corridor Study

August 21, 2013
U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, Maryland 21203-1715
Attn: Mr. Jack Dinne, CENAB-OP-RMN

Maryland Department of the Environment
Wetlands and Waterways Program
160 South Water Street
Frostburg, Maryland, 21532
Attn: Mr. Sean McKewen

Montgomery County Department of Transportation
Division of Transportation Engineering
100 Edison Park Drive, 4th Floor
Gaithersburg, MD 20878
Attn: Greg Hwang, Project Manager

Ref.
Comments on Midcounty Corridor Study
CORPS: CENAB-OP-RMN (Mid County Corridor Study) 2007-07102-M15
MDE Nontidal Wetlands and Waterways: 13-NT-3162/201360802/AI No. 140416

Thank you for this opportunity to provide comments on the Midcounty Corridor Study.

My name is Robert Nelson and I am a resident of Goshen. **I support the original Master Plan Route for the Mid-County Highway.**

In the August 7 *Gazette* newspaper the lead story announces “Watkins Mill Project gets key funding: I-270 interchange to receive \$125 million from gas tax increase.” This headline highlights the confused state in which we find upcounty transportation and infrastructure planning. While the State of Maryland thinks that

Attachment F - Public Comment

Watkins Mill Road is a major highway, MC-DOT removed Watkins Mill Road from consideration (Alternative #6) when 11 options were reduced to the current six alternatives. When completed the Watkins Mill interchange will dump interstate traffic on what MC-DOT apparently considers a residential street.

When Montgomery Village was built a half-century ago, the existing streets along the perimeter dating back many centuries were preserved as two-lane country roads. But the MC-DOT now considers these streets viable routing for the major mid-county highway and have proposed Alternative 4. They envision a four-lane divided highway which completely destroys the character of the Goshen area. Goshen has been a very special part of Montgomery County history bordering on the Agricultural Reserve. Is a possible reason that Alternative 4 has been proposed is to open the Agricultural Reserve to major development?

As part of my career at NASA, I have performed trade-off studies. I find this trade-off study of the six alternatives very misleading. For example, a wrong assumption of this study is that a widened Goshen Road already exists when construction has never even begun. If one adds the cost of the Goshen Road widening to the estimate for Alternative 4, then it is clear that **Alternative 4 is the most expensive option being proposed.**

I find that the proposed cost of the Master Plan route is overly exaggerated. When the Inter-County Connector was built, destroyed wetlands were recreated. One of these wetlands is just around the corner from my home in Goshen Branch Stream Valley Park. The State of Maryland paid \$2.6 million to recreate 25 acres of wetlands and restore the banks of Goshen Branch. Thus the approximate cost of an acre of new wetlands was \$100,000. But MC-DOT has forced all options of the Mid-County Corridor study to impact less than an acre of wetlands. Thus the cost of avoiding impacting about 15 acres of wetlands could very well be \$150 million. What county planner would possibly select an option that would cost \$10 million to avoid impacting one acre of wetlands when the cost of recreating an acre of wetlands is \$100,000?

Development in our upcounty region has been predicated on having the Mid County Highway in place. The people of Goshen are horrified that MC-DOT would seriously consider Alternative 4 as an option for this highway. We want the Mid-County Highway built on the original Master Plan route. We don't need CIP projects for the widening of Snouffer School and Goshen Roads. We need to see the Mid-County Highway construction funding immediately added to the Capital Improvement Program. Let's delay funding for the Public Safety Training Academy relocation and fast-track the construction of the Mid-County Highway. **I urge you to keep the promises made to county residents in the Master Plans.**

Thank you again for your consideration of my comments. Please feel free to contact me if you have any questions.

Sincerely,

Robert Nelson
22104 Goshen School Road
Gaithersburg, MD 20882-1404

**MCP-CTRACK**

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Bob Nelson <bobnelson@outlook.com>
Sent: Wednesday, August 21, 2013 5:35 PM
To: john.j.dinne@usace.army.mil; sean.mckewen@maryland.gov; Greg Hwang
Cc: Folden, Matthew; Carter, John; Dolan, Mary; Kim, Ki; MCP-Chair; Matthews, Catherine; bruce.johnston@montgomerycountymd.gov; county.council@montgomerycountymd.gov; County Executive; anne.kaiser@house.state.md.us; eric.luedtke@house.state.md.us; craig.zucker@house.state.md.us; kathleen.dumais@house.state.md.us; brian.feldman@house.state.md.us; aruna.miller@house.state.md.us; charles.barkley@house.state.md.us; kirill.reznik@house.state.md.us; shane.robinson@house.state.md.us; karen.montgomery@senate.state.md.us; Rob Garagiola; nancy.king@senate.state.md.us; Cherian Eapen
Subject: Comments on Midcounty Corridor Study

August 21, 2013
 U.S. Army Corps of Engineers
 Baltimore District
 P.O. Box 1715
 Baltimore, Maryland 21203-1715
Attn: Mr. Jack Dinne, CENAB-OP-RMN

Maryland Department of the Environment
 Wetlands and Waterways Program
 160 South Water Street
 Frostburg, Maryland, 21532
Attn: Mr. Sean McKewen

Montgomery County Department of Transportation
 Division of Transportation Engineering
 100 Edison Park Drive, 4th Floor
 Gaithersburg, MD 20878
Attn: Greg Hwang, Project Manager

Ref.
 Comments on Midcounty Corridor Study
 CORPS: CENAB-OP-RMN (Mid County Corridor Study) 2007-07102-M15
 MDE Nontidal Wetlands and Waterways: 13-NT-3162/201360802/AI No. 140416

Thank you for this opportunity to provide comments on the Midcounty Corridor Study.

My name is Robert Nelson and I am a resident of Goshen. **I support the original Master Plan Route for the Mid-County Highway.**

In the August 7 *Gazette* newspaper the lead story announces "Watkins Mill Project gets key funding: I-270 interchange to receive \$125 million from gas tax increase." This headline highlights the confused state in which we find upcounty transportation and infrastructure planning. While the State of Maryland thinks that

Watkins Mill Road is a major highway, MC-DOT removed Watkins Mill Road from consideration (Alternative #6) when 11 options were reduced to the current six alternatives. When completed the Watkins Mill interchange will dump interstate traffic on what MC-DOT apparently considers a residential street.

When Montgomery Village was built a half-century ago, the existing streets along the perimeter dating back many centuries were preserved as two-lane country roads. But the MC-DOT now considers these streets viable routing for the major mid-county highway and have proposed Alternative 4. They envision a four-lane divided highway which completely destroys the character of the Goshen area. Goshen has been a very special part of Montgomery County history bordering on the Agricultural Reserve. Is a possible reason that Alternative 4 has been proposed is to open the Agricultural Reserve to major development?

As part of my career at NASA, I have performed trade-off studies. I find this trade-off study of the six alternatives very misleading. For example, a wrong assumption of this study is that a widened Goshen Road already exists when construction has never even begun. If one adds the cost of the Goshen Road widening to the estimate for Alternative 4, then it is clear that **Alternative 4 is the most expensive option being proposed.**

I find that the proposed cost of the Master Plan route is overly exaggerated. When the Inter-County Connector was built, destroyed wetlands were recreated. One of these wetlands is just around the corner from my home in Goshen Branch Stream Valley Park. The State of Maryland paid \$2.6 million to recreate 25 acres of wetlands and restore the banks of Goshen Branch. Thus the approximate cost of an acre of new wetlands was \$100,000. But MC-DOT has forced all options of the Mid-County Corridor study to impact less than an acre of wetlands. Thus the cost of avoiding impacting about 15 acres of wetlands could very well be \$150 million. What county planner would possibly select an option that would cost \$10 million to avoid impacting one acre of wetlands when the cost of recreating an acre of wetlands is \$100,000?

Development in our upcounty region has been predicated on having the Mid County Highway in place. The people of Goshen are horrified that MC-DOT would seriously consider Alternative 4 as an option for this highway. We want the Mid-County Highway built on the original Master Plan route. We don't need CIP projects for the widening of Snouffer School and Goshen Roads. We need to see the Mid-County Highway construction funding immediately added to the Capital Improvement Program. Let's delay funding for the Public Safety Training Academy relocation and fast-track the construction of the Mid-County Highway. **I urge you to keep the promises made to county residents in the Master Plans.**

Thank you again for your consideration of my comments. Please feel free to contact me if you have any questions.

Sincerely,

Robert Nelson
22104 Goshen School Road
Gaithersburg, MD 20882-1404

MCP-CTRACK

From: Caroline Woods <woodscar@gmail.com>
Sent: Wednesday, August 21, 2013 6:54 PM
To: MCP-Chair
Subject: No to M-83

RECEIVED
AUG 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

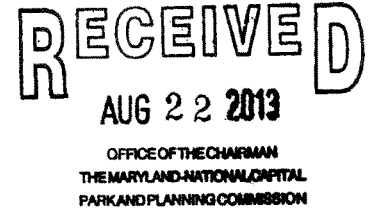
Hello:

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

MCP-CTRACK

From: Emily Susko <esusko@gmail.com>
Sent: Wednesday, August 21, 2013 10:09 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

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.

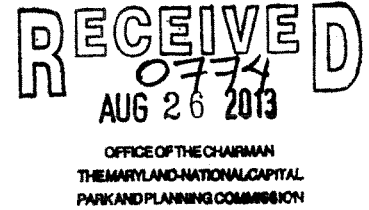
Signed,

Emily Susko

Emily Susko
6815 Eastern Ave, Apt 1
Takoma Park, MD 20912

MCP-CTRACK

From: Sandra Lara <Stlara82@gmail.com>
Sent: Saturday, August 24, 2013 1:13 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

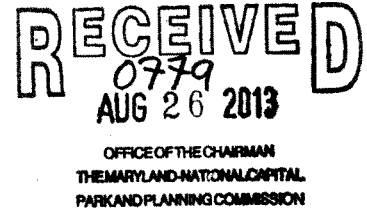
Dear All,

I go to visit my parents home in Montgomery village. And love walking through the trail behind their home. We walk almost everyday through the trail with our dog. And if my dog could speak he would say he loves the trail! A highway in that area does not seem like a good option for the people who live around there. Besides the noise that it will create, it would completely change the scenery and will displace many of the wild life that I have seen live in that area. .I CAN NOT imagine that the best option is to replace nice tranquil scenery and wild life for messy construction and loud traffic. Please I urge you to consider other options. Thank you.

Sandra Lara
83 Pontiac way
Gaitgersburf, MD 20886

MCP-CTRACK

From: Josefina Evans <josefinege@gmail.com>
Sent: Monday, August 26, 2013 3:34 PM
To: MCP-Chair
Subject: attn: Planning Broard Chairman Francoise Carrier



Dear Friend,

The plan to put a hugh, sprawl mall is quite honestly ridiculous to say the least.

With the hugh new Wegamons mall in Seneca Meadows, Germantown, due to open in September and with all of their prime vendors so close and the projected traffic nightmares yet to be realized, another sprawl mall will add traffic from early shopping times to late closing.

Traffic on rt. 270 south in the mornings starting at about 4:30am through to 9:30am or so and north in afternoons and evenings is already grid lock and that is on good days - any traffic crashes put the commuting for people from Frederick, West Virginia, Pennsylvania and points north completely in a nightmare - and what about days that are not sunny and dry.

What about ice and snow??

And, as a matter of reference, this project locale is NOT Clarksburg, it is in Boyds and it is on the door step of the "birth place" of the highly successful **Boyd's Bears**.

With all due respect,

Josefine Evans
Boyds, MD

MCP-CTRACK

From: Donald Fewell <donirene4555@gmail.com>
Sent: Tuesday, August 27, 2013 10:42 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
0782
AUG 27 2013

OFFICE OF THE COMMISSIONER
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Donald Fewell
8000 Eastern Dr, #202
Silver Spring, MD 20910

MCP-CTRACK

From: Robert Portanova <novaport88@yahoo.com>
Sent: Wednesday, August 28, 2013 11:03 PM
To: MCP-Chair; ike.leggett@montgomerycountymd.gov;
county.council@montgomerycountymd.gov
Subject: M-83
Attachments: 1209.JPG

RECEIVED
0795
AUG 29 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Officials -

Myself along with numerous Montgomery Village residents recently attended the M-83 Public Hearing hosted by the Army Corps of Engineers and the Maryland Department of the Environment. The meeting was a permit/public hearing request by DOT.

The point against building this highway (alternatives 8 & 9) are almost too many to even list. From the tremendous environmental impact, to the human cost of life quality, the highway would simply ruin Montgomery Village as we now know it, and destroy fabulous old growth forests and waterways throughout the 5.7 mile route. Scenes you typically see in National Geographic.

The mantra of "stick to the plan" from the people who's properties would be impacted by alternative 4, don't realize that the proposed route is not what it was 40 years ago - not even remotely close. What was once a dairy farm pasture, is now built up along the lower portion, dense clusters of condo and apartment complexes, football fields, baseball fields, schools, lakes, walking trails, the Seneca Creek Park System (a huge part of the route) and the gorgeous habitat for wildlife from Watkins Mill Road to the end point.

On some many counts, critical to our lives and the health of this precious natural wildlife buffer, I am requesting that the permit for building this be denied immediately and more importantly, for options 8 & 9 to be PERMANENTLY removed from the list once and for all.

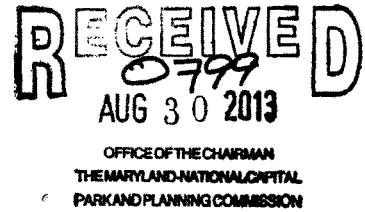
As always, please feel free to request a walking tour of portions of the proposed route so you can see for yourself.

Thank you.

Robert Portanova
Stedwick

MCP-CTRACK

From: Meghan Mcavoy <mcavoy.meghan@gmail.com>
Sent: Friday, August 30, 2013 11:19 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)



Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Meghan Mcavoy
1200 Blair Mill Rd
Silver Spring, MD 20910

Attachment # Public Comment
RECEIVED
0872
SEP 10 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: rwi3206724@aol.com
Sent: Tuesday, September 10, 2013 11:11 AM
To: MCP-Chair
Subject: Testimony on 9/12/13 Agenda Item 6 Impacts to MNCPPC Parks as a result of M83 alignments (MidCounty Hwy)
Attachments: How_MCDOT_biased_the_Midcounty_Corridor_Study_080713.doc;
Midcounty_Corridor_Study_Stream_Crossings_081913.xls

To: Françoise Carrier, Chair, Montgomery County Planning Board, 8787 Georgia Avenue, Silver Spring, Maryland 20910., MCP-Chair@mncppc-mc.org, 301-495-1320 FAX

Subject: Testimony on 9/12/13 Agenda Item 6 Impacts to MNCPPC Parks as a result of M83 alignments (MidCounty Hwy)

From: Citizens to Save South Valley Park and Whetstone Run by Richard D. Wilder, 9969 Lake Landing Rd., Montgomery Village, MD, 20886, RWI3206724@aol.com, (301) 208-1828

We have been very disgusted with the MCDOT's Midcounty Corridor Study Environmental Effects Report (EER) attempt to ignore the negative environmental impacts of alternatives 8 and 9 Master Plan Alignments and preselect them as the desired alternatives without presenting the study in an impartial manner and letting the permitting and approval agencies/entities make that judgment. Also there is an attempt to undercount the wetland acreage by a new method of wetland conversion (from a higher wetland category to a lower wetland category) (such as forested to scrub shrub) which does not get counted as wetlands impacted. This wetlands undercount is all done to get the impacted acreage under one acre so as to get a Nationwide or General permit which provides the least amount of protection. We know that alternatives 8 and 9 go through some of the best interior forest and protected stream valleys in Montgomery county and require the best protection against degradation in the future and can not be mitigated.

Attached are two testimonies sent to the USACOE and MDE requesting that the wetland and water quality permit applications be rejected and that alternatives 2 (intersection improvements), 5 (MD 355 improvements) and transit be selected instead.

8/7/13

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**

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 that 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 else ware.
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. culverting, 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.

"Citizens to Save South Valley Park and Whetstone Run" support alternatives 1, 2 and 5 and oppose 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 Wetlands permit and also a Water Quality permit based upon the alternates 8

and 9 alignment , stream relocations, wetlands filling, wetlands culverting, inadequate bridging, inadequate stormwater management, degrading of wetland quality and inadequate counting of wetland impact and function. This study requires an Environmental Impact Statement (EIS) or an Environmental Assessment Statement (EAS) as was done in the 1992 study.

Richard D. Wilder, 9969 Lake Landing Rd. Montgomery Village, MD, 20886 (301) 208-1828
RWi3206724@aol.com

MCP-CTRACK

From: Shirley Gunderson <shirlgunder@YAHOO.COM>
Sent: Tuesday, September 10, 2013 10:12 AM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

RECEIVED
SEP 10 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

Shirley Gunderson

Shirley Gunderson
19914 Silverfield Dr
Gaithersburg, MD 20886

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Sandy Barnett <sandy.barnett@verizon.net>
Sent: Tuesday, September 10, 2013 5:01 PM
To: MCP-Chair
Cc: Bradford, Mary; county.council@montgomerycountymd.gov;
ike.leggett@montgomerycountymd.gov; john.j.dinne@usace.army.mil;
smckewen@mde.state.md.us; rudnick.barbara@epa.gov
Subject: please vote against M-83

Dear Chairperson Carrier,

As a member scientist of the Box Turtle Advisory Group for the Maryland State Highway Administration during the development of the ICC (Intercounty Connector), I have expert knowledge of the potential damaging effects of a highway construction project, such as the proposed Mid-county Highway Extended (M-83), on wild box turtle populations.

Please consider first that the Maryland Department of Natural Resources lists the Eastern Box Turtle as a "Species of Greatest Conservation Need" since its numbers are in decline. Any loss of habitat poses a particular risk to this species given its life style and very low reproductive rate. Adult box turtles live in established, overlapping "home ranges" (averaging less than three to more than twelve acres) where they live their entire life. They do not migrate to new areas if their home land is disturbed but rather remain in place. They will therefore be inadvertently destroyed during roadway clearing operations.

Transfer of turtles from the right-of-way prior to clearing for a roadway can be problematic. Box turtles are secretive, well camouflaged, and difficult to find. Also, adults (which are the only age group likely to be found in significant numbers without the use of trained tracking dogs) rarely adjust well to new surroundings and often fail to thrive. There also is the possibility of disease transmission between relocated and resident turtles at the new site.

M-83 would reduce and fragment box turtle habitat (which currently is plentiful) with potential major negative consequences for the remaining box turtle population:

- Turtles would be cut off from critical food and water resources, nesting sites, established overwintering sites, and potential mates.
- The creation of more forest edge would increase access to box turtles by predators (especially dogs and raccoons). Also, predators are more likely to destroy turtle nests at or near the habitat edges than in the center of the forest.
- Smaller and more slender forest patches (such as M-83 would create) would be subject to more extreme high and low temperatures as well as greater fluctuations in humidity than would larger contiguous forest.
 - Box turtles prefer moderate temperature with continuous high humidity. Eggs and young juveniles are particularly vulnerable to desiccation and temperature extremes. Temperature shifts could also change the sex ratio of the developing eggs with unknown consequences to future breeding success of the population.
- More forest edge and a change in the temperature profile in the forest would encourage a negative change in the plant community with which box turtles have evolved and use for food and cover.

Removal of just 2% of breeding adults per year (which could occur during the construction, and afterwards due to the reasons mentioned above) could cause the local population to spiral to extinction. It could take decades to be realized since box turtles are long-lived, but with inadequate production and recruitment of new young into the population, the species could eventually fail to exist in much of the remaining parkland around the M-83 corridor.

The Mid-Atlantic Turtle and Tortoise Society (www.matts-turtles.info) is a supporter of the TAME Coalition and opposes building the M-83 highway.

Sincerely,

Sandy Barnett

Sandy Barnett
At-Large Director, Mid-Atlantic Turtle & Tortoise Society
(410) 788 - 6823
335 Stafford Dr
Catonsville, MD 21228
sandy.barnett@verizon.net

MCP-CTRACK

From: TAME Coalition <tamecoalition@gmail.com>
Sent: Wednesday, September 11, 2013 9:45 PM
To: MCP-Chair
Subject: testimony for Thurs, Sept 12, Agenda Item 6: M-83

RECEIVED
8984
SEP 12 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MNCPPC Planning Board
Agenda Item 6:
Impacts to M-NCPPC Parks as a result of
M-83 alignments (Mid-County Highway)
September 12, 2013

My name is Margaret Schoap, from Germantown, and I am speaking on behalf of the Coalition for Transit Alternatives to Mid-County Highway Extended.

MCDOT's Environmental Effects Report (EER) of the Midcounty Corridor Study falls short of being an adequate base on which to allow this project to be acceptable. The environmental impacts to large tracks of parkland and to the eastern portion of the Agricultural Reserve are one of two reasons not to allow M-83 to be constructed. The second reason is the destruction to property and lowering quality of life will have to well-established dense neighborhoods in Germantown, Gaithersburg and Montgomery Village.

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 300 acre North Germantown-Greenway Park and will dissect parts of Great Seneca Creek 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.

The Draft EER fails to consider alternatives which would combine Alternative 2 Transportation Management Strategies, with variations of Alternative 5 such as: 1) Widening Rt 355 to 4-lanes north to Clarksburg; 2) Considering reverse lanes at rush hour, and; 3) Adding BRT and CCT for transit. 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 the Planning Board and the County Council should not continue studying or funding this 50 year old M-83 highway design; rather the 46 supporting organizations of TAME, including seven elected officials, recommend two important actions for the Planning Board to take: 1) To amend the Master Plan of Highways and eliminate M-83, and to replace it with multiple, viable and available transportation solutions, some of which

have already been spoken about in this testimony, and; 2) To recommend to the County Council to take M-83 out of the Capital Improvements Projects and to direct transportation dollars to improving existing roads and intersections, and showcasing transit.

Respectfully submitted,

Margaret Schoap

Organizer for

Coalition for Transit Alternatives to Mid-County Highway Extended (TAME)

see our TAME Coalition Blog

240-581-0518

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Bing Garthright <bgarthright@comcast.net>
Sent: Sunday, September 22, 2013 10:04 AM
To: MCP-Chair
Subject: Flaws in Mont Co DOT M-83 study
Attachments: M-83 Alternatives not Combined by MCDOT.doc; M-83 Alt. 4 is a poison pill.doc

Dear Commissioners: Please take a look at the two attachments to see if they bear on the decisions you will have to make re construction of M-83, also called Midcounty Highway Extended, in Montgomery County. I know that the flaws cited there should discourage any granting of a permit by the Corps of Engineers and MD Dept. of Environment, but I do not know if they impinge on your special type of evaluation. The bottom line of both is that the study of alternatives appears to have been intentionally biased and distorted in such a way that the resulting study report does not give the council, or perhaps your commission, appropriate information on which to base a decision. The more I think about it, the more I think this will affect your process, too.

Thank you,

Wallace E. Garthright
10632 Seneca Spring Way
Montgomery Village, MD 20886
bgarthright@comcast.net

NOT COMBINING M-83 ALTERNATIVES MEANS MCDOT FAILED

A Position Paper by W. E. "Bing" Garthright
bgarthright@comcast.net
August 24, 2013

Montgomery County's Department of Transportation (MCDOT) has long wanted to build Midcounty Highway Extended, called M-83 for brevity, from Montgomery Village Avenue to Clarksburg. Because its previous road designs had major negative environmental impacts, MCDOT could not obtain the federal environmental permits until it completed environmental studies and a study of alternatives. The study of alternatives had one purpose: to see whether MCDOT could satisfy transportation needs without building M-83. MCDOT failed to complete that study, and they failed in a manner that makes clear that they had no intention of finding that M-83 was not necessary. This lack of good faith calls into question the credibility of the entire report.

In another position paper, I have described the bad faith evident in only studying one badly over-broad, and hence over-damaging design for road improvement to the east of M-83. In this paper, I will focus on the most basic of failures to study in good faith--the failure to study any combinations of the separate alternatives.

To give first a simple analogy:

Suppose we studied ways to support a table, and one alternative was a central post, a second alternative was two legs on the left, and a third alternative was two legs on the right. Each of the two-leg alternatives would fail, and the center post would be the only alternative to succeed. But any child would see that our study was incomplete. A complete study would have combined the left and right sets of legs. Then we'd have two alternatives to choose from: center post vs. corner legs.

That simple analogy is obvious, but it is equally obvious that the MCDOT study is just as incomplete as any study that did not combine table legs.

MCDOT studied an improvement to the east of M-83 (Alt. 4). MCDOT studied two improvements to the roads and intersections west of M-83. Each alternative, by itself, was judged not adequate to meet all the needs of Clarksburg. All three of these alternatives could be done together in perfect harmony. The obvious final step would be to combine those non-M-83 alternatives to see whether doing all of them would be adequate. Not only does the finished study show no combinations, but Bruce Johnston, the MCDOT manager in charge of the people doing the study, admitted at a recent meeting of a Montgomery Village committee that MCDOT never even considered evaluating any combinations of alternatives.

MCDOT's failure is profound because no one can take the independent results and combine them. In the study of improved capacity on either side of M-83, each improved side is paired with the unimproved other side. Thus each improved side must bear a

heavier burden than if the other side were also able to carry more traffic. This heavier burden means that the traffic analysis is dealing with more traffic than necessary, and the resulting intersection problems, congestion periods, and travel times are not as good as they would be in a combination of all the alternatives. But there is no straightforward way to say how much better the combination would function. It must be analyzed using the lower traffic intensities on each side. And further difficulty is that the effects of reduced traffic intensity have a nonlinear relationship to the final results.

Probably 99% of the total study effort was already spent when the alternatives were analyzed separately. It would have been easy to combine the improved parts from those earlier modeling exercises and do the analysis one more time. I say this from my own 20 years of experience as an operations research analyst and mathematical modeler. If the individual alternatives failed separately to meet Clarksburg's needs, then it was obvious to any beginning engineering student, and to most laypersons, that the combinations of alternatives should be studied. But MCDOT didn't even consider doing this!

Sadly, this failure to act in good faith with the taxpayers and council of Montgomery County has further implications. The environmental studies and traffic analyses are too technical for laypersons and council members to verify. We are asked to trust that MCDOT has done the study with honest intentions and in good faith. This glaring failure to act in good faith now throws all the other elements into question. I see no reason to trust any element of a study performed in an environment of such powerful bias. My earlier paper exposing the poison pill that is Alternative 4 showed how MCDOT took steps to guarantee an unfavorable reception for any improvement east of M-83. Now this bad faith failure to combine alternatives makes me unwilling to accept the validity of the tables of environmental impact and cost estimates. It is easy to bias such studies in dozens of small ways that combine to large effect.

It is unclear that a study this large and complex can be validated or fixed without great expense, but it could be tried. The study would first need extensive independent technical auditing, with probable corrections. Then an independent study team would be needed to analyze the combined alternatives. (The poison pill that is Alt. 4 would obviously also need to be scaled far down in width.) Only then could our elected leaders have an accurate basis for a decision on M-83.

Notes about the author: W. E. "Bing" Garthright, is Chair, Government and Public Utilities Committee, Stedwick Homes Corporation, a homeowner's association of 1260 homes in Montgomery Village. He has been a Stedwick board member for 8 years and served as president and vice president for four of those years. He is Stedwick's representative within the TAME (Transportation Alternatives to Midcounty Highway Extended) Coalition. He holds a Ph.D. in mathematics from Duke University and worked 20 years in operations research and 15 years in biostatistics before retiring.

ALTERNATIVE 4 TO M-83 IS A POISON PILL

A Position Paper by W. E. "Bing" Garthright
bgarthright@comcast.net
August 24, 2013

The figurative term "poison pill" refers to a contrived situation designed to make some action too painful to take. This note will demonstrate that Montgomery County's Department of Transportation (MCDOT) designed Alternative 4 to M-83 (also called Midcounty Highway Extended) as a poison pill that would pressure the county council not to find any acceptable alternative to building M-83.

The essence of the poison pill approach was to offer only an unnecessarily wide roadway design that would extend the damage potential to its maximum. A little history will make this clear.

Because of the environmental impact of proposed M-83, MCDOT was required to perform a study of alternatives to see whether it could satisfy transportation needs without building M-83. Alternative 4 was the widening from 2 to 4 lanes of Brink Road and Wightman Road and related widening and improving of Snouffer School Road and other local roads. This would enable more commuters from Clarksburg to travel south and back in a shorter time. It would also, of course, increase the traffic along that route, with noise and congestion consequences for homes on the route. It would also merit the addition of a traffic light to help residents exit from North Village during the morning rush hour. The main impact on nearby homes would occur in Montgomery Village, on Wightman Road. Although these comments apply also to Brink Road and elsewhere, the effects on Wightman will be enough to show the poison pill effects.

For over a decade, perhaps more than 20 years, the official position of the Montgomery Village Foundation (MVF), through its Transportation Policy, was to support the widening of Wightman Road from 2 to 4 lanes with a safety median. The purpose was greater safety for drivers. The county held an 80-foot right of way, more than sufficient room to make this improvement. Such an improvement would satisfy all the automobile traffic and safety advantages of Alt. 4, but was not what MCDOT designed. Instead, Alt. 4 was 105 feet wide for most of Wightman, and 6-lanes wide and 127 feet wide for a substantial portion ending at Goshen Road. The MVF has rightly opposed Alt. 4.

Designing Alt. 4 far outside the existing right of way had several poison pill effects. First, it takes away private property alongside the current right of way, severely injuring the economic value of those properties and the enjoyment of them by their owners.

Second, because it was wider than existing plans, the ground rules of the impact study appear to have meant that secondary effects such as noise and visual changes could be counted as impacts on properties that were not physically contacted. (This might be incorrect for the final study, but was explained as ground rules some years ago. This

contrasted with the ground rules that imposed no value to impacts on private homes along M-83 where it stayed within the master plan right of way.)

Third, by altering land in a wider than necessary swath, the over-design increased the environmental impact damage for Alt. 4.

Why do I conclude that MCDOT did this consciously as a poison pill? On August 25, 2011, I spoke for more than 30 minutes with Greg Hwang, project manager of the M-83 study, and then emailed him notes from our conversation--all speaking to the points above. The notes are attached to this paper, and show that my conversation with Mr. Hwang had left me with optimism that MCDOT would study a narrower Alt. 4 also. I asked him to see that the study also studied another version of Alt. 4 that would stay within the 80 foot right of way, so that the county council could see a realistic alternative in addition to the politically impossible one. In his email response to me, Mr. Hwang wrote the following.

"Per your request, we will review your concern regarding the narrow right-of-way along Wightman Road between Montgomery Village Avenue and Goshen Road and identify potential impact minimization options. The MCDOT is sensitive to the community's concerns and will do our best to develop an Alternative 4 Modified that reasonably addresses the purpose and need of the study while respecting the impacts to the adjacent communities."

So what was the actual result? At that time, I recall only a four lane, 105-foot width being described in the public exhibits for Alt. 4. The design now in the final study report not only retains that 105-foot width, but adds an elongated 6-lane, 127 foot wide section to the alternative. This resulted in an impressive high number of private properties damaged by the design. The only excuse given by MCDOT for this over-wide design is a county policy that promotes adjacent hiking and biking paths. These would never merit such destruction of long existing private properties.

All this is clear proof that MCDOT had and has still no intention of respecting the anxieties of residents near Alt. 4. On the contrary, MCDOT has cynically used their fear and outrage to pressure elected officials to inveigh against Alt. 4. MCDOT appears to have succeeded totally in nullifying any serious consideration of improvements to the east of M-83.

Notes about the author:

*W. E. "Bing" Garthright, is Chair, Government and Public Utilities Committee, Stedwick Homes Corporation, a homeowner's association of 1260 homes in Montgomery Village. He has been a Stedwick board member for 8 years and served as president and vice president for four of those years. He is Stedwick's representative within the TAME (Transportation Alternatives to Midcounty Highway Extended) Coalition. He holds a Ph.D. in mathematics from Duke University and worked 20 years in operations research and 15 years in biostatistics before retiring.
(Attachments follow.)*

ATTACHMENTS:

August 25, 2011

Note to: Greg Hwang, Project Manager, Mont. County Department of Transportation
From: W. "Bing" Garthright, Pres., Stedwick Homes Corp.
10632 Seneca Spring Way, Montgomery Village, MD 20886

Re: Midcounty Corridor Study—Alternatives retained for detailed study.

Thank you for the valuable information that you gave me in our telephone conversation this morning. I write to put in print my suggestion that your office include at least one option in studying Alternative 4 Modified, Brink-Wightman-Goshen-Snouffer School-Muncaster Mill:

Between Montgomery Village avenue and Goshen Rd, include in your detailed study an option 4b (or some such name) that narrows that stretch to near the 80-foot right of way of the existing plans and saves the many homes that would otherwise be demolished.

You made a good point that you need, for strict modeling comparisons, to keep your alternatives as comparable as possible, so I don't ask that you not to study Alt. 4 as it stands. I do feel that you will do the entire county—residents, council, and agencies—a big favor, however, if you also evaluate the narrowed stretch at the same time as the academically similar Alt. 4. Most reasonable observers would say that it is obvious that any further consideration of Alt. 4 would probably end with it narrowing through that tight stretch between homes and a church over 30 years in place. Apparently (I haven't verified this) the very broad, maximum right of way in your study plan would require the demolition of more than 50 homes. (Such is the claim of some very serious residents.)

Since it would be inevitable that any realistic alternative 4 would narrow there, it would save money and time if you studied that also in the next phase. You would not set a bad precedent, because I doubt that you will not find another place in your remaining alternatives that result in demolition of anything approaching 50 homes. You would, on the contrary, put your county executive, other officials, and council members in a stronger position with having this information in hand. Don't leave them out there to face wrath for an act that they clearly won't take.

If you would need to clear such an expansion of your study with our county executive, I feel confident he would rather know sooner than later what consequences that narrowing would have. He strikes me as businesslike, and wanting to know all the facts, and too kind to prolong worry on his constituents' minds. The key here is that alternatives be genuine, and analyzed as far as possible as they would actually be realized. Please give some emotional relief to our very worried Village residents.

Sincerely,
/s/ Bing Garthright

Dear Mr. Garthright:

Thank you for your August 25, 2011 letter to the Montgomery County Department of Transportation (MCDOT) and sharing your concerns regarding Alternative 4 Modified which proposes widening along the Brink-Wightman-Snouffer School-Muncaster Mill-Goshen Roads corridor.

As part of the detailed study for the Midcounty Corridor Study (MCS), the Department will perform preliminary engineering for the five (5) build alternatives, including Alternative 4 Modified, that are retained for the detailed study. The analysis will provide greater information on the potential benefits and impacts the proposed alignments will have on the adjacent properties and homes. The Detailed Study is anticipated to be completed by December 2012 and will recommend a preferred alternative which is subject to public review /comment and approval of the County's elected officials and the federal and state environmental regulatory agencies.

Per your request, we will review your concern regarding the narrow right-of-way along Wightman Road between Montgomery Village Avenue and Goshen Road and identify potential impact minimization options. The MCDOT is sensitive to the community's concerns and will do our best to develop an Alternative 4 Modified that reasonably addresses the purpose and need of the study while respecting the impacts to the adjacent communities.

The community has requested a meeting to discuss the Midcounty Corridor Study. It is scheduled for Tuesday, September 27, 2011 at 7:30 PM, at the Goshen Elementary School's Multi-Purpose Room. The meeting will provide the community an overview on the development of the Alternatives Retained for Detailed Study (ARDS) and an opportunity to ask questions and provide feedback. We encourage you to attend if your schedule permits.

Thank you for taking the time to provide us your thoughts, and we sincerely appreciate the helpful suggestions you have offered.

Sincerely,
Gwo-Ruey (Greg) Hwang, P.E.
Midcounty Corridor Study Project Manager
Phone: 240-777-7279
Fax: 240-777-7277
greg.hwang@montgomerycountymd.gov

SEP 23 2013

MCP-CTRACK

From: David Winfield <davidwinfie@gmail.com>
Sent: Sunday, September 22, 2013 5:08 PM
To: Montgomery County Council; MCP-Chair; Nancy J. King; Delegate Charles Barkley; Shane Robinson; Kirill Reznik
Subject: Do not build the extension to Midcounty Highway

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To my elected representatives:

I have attended many presentations concerning the proposed extension of Mid-County Highway and walked portions of Alternatives 8 and 9. Of the alternatives, #5 (to enhance Rte. 355) appears least damaging.

I see many valid objections to continuing with a plan started 50 years ago as M-83,, and benefits that are much less than would result by following the transit design process proposed by the TAME organization. See

<http://tamecoalition.blogspot.com/2013/07/tame-coalition-is-about-creating.html>

I favor expanding public transit, not extending Mid-County Highway.

Lane, Brittany

RECEIVED

SEP 23 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Patricia King <patbking@comcast.net>
Sent: Monday, September 23, 2013 10:35 AM
To: MCP-Chair
Subject: Opposition to M-83

Members of the MNCPPC -

This is an urgent request that you **oppose M-83** for the following reasons:

1. **Reduced Property Values** - the homes in the Stedwick community of Montgomery Village alone will lose at least 2 million dollars worth of value and will lead to difficulty in attracting future interested and qualified buyers/renters
2. **Destruction of the Environment** - loss of sensitive wetlands, endangered wildlife and irreplaceable forest land
3. **Noise and Air Pollution** - adverse effect on children using South Valley Park and enjoying outdoor activities at Watkins Mill Elementary School due to proximity of M-83; no plans or funds for sound barriers leading to constant noise and fumes from highway for residents and students
4. **Fiscal Implications** - with cost estimates in the \$500-\$700 million range to build M-83, the county simply does not have the money. Where will these funds come from?
5. **Fundamental Unfairness to Montgomery Village and its Homeowners** - Why should our lives, the safety of our community's children, our investments, our taxes and our votes matter less than those of up county residents who are seeking to pave over the Village to allow them a quicker drive down county?

Please support sensible mass transit alternatives like the Corridor Cities Transit (CCT) which preserve the environment and help all Montgomery County Residents, not just those up county.

Respectfully,

Patricia B. King
10632 Seneca Spring Way
Montgomery Village, MD

Attachment **RECEIVED**
0939
SEP 24 2013

MCP-CTRACK

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Judith White <bwhite19212@comcast.net>
Sent: Monday, September 23, 2013 7:23 PM
To: county.council@montgomerycountymd.gov; MCP-Chair;
nancy.king@senate.state.md.us; charles.barkley@house.state.md.us;
shane.robinson@house.state.md.us; kirill.reznik@house.state.md.us
Subject: Ridgesm-83letter.docx
Attachments: Ridgesm-83letter.docx

Please read this letter and consider the consequences of this option for M-83.

Thank you,
Judi White
19212 Seneca Ridge Court
Montgomery Village, MD 20886
bill.wht@gmail.com; bwhite19212@comcast.net

September 23, 2013

To: Members of the County Council, Planning Commission, and State Delegates

Re: M-83, Alternatives 8 and 9

To our County Council Members, County Executive, State Legislators, and Planning Commission:

We wish to formally register our strong opposition to any further consideration of M-83 Alternatives 8 and 9. As homeowners in the Ridges of Stedwick neighborhood of Montgomery Village, we are well informed about the serious potential environmental and community impacts of building M-83. Given that both Routes 355 and 270 are just blocks away from our neighborhood, as well as \$125 million dollars allocated by the County to extend Watkins Mill Road to Route 270, we question the necessity for yet another major highway in our area.

We appreciate the need to relieve increasing traffic congestion as development continues apace up county. However, we firmly believe that the long-term solution to such population growth lies in the provision of more mass transit options such as the Purple Line, Corridor Cities Transit (CCT) and the Smart Growth initiatives.

We believe M-83 is unnecessary, and strongly favor Alternatives 2 and 5, which focus on improvements to existing roads and intersections, and which are supported by the Montgomery Village Foundation. The recently completed Department of Transportation (DOT) Study of the various M-83 alternatives failed to fully consider the impact of improvements to existing roads like 355. As a result, the information the DOT report is providing to the County Council for this critical decision is severely flawed. With so much at stake for so many families and communities in this well-established and economically, racially, and ethnically diverse area, it is unacceptable that a thorough and balanced analysis of all relevant options was not performed

It is fundamentally unfair to sacrifice the quality of life for one set of constituents in order to solve the problems of another set of constituents. By supporting the 4-6 line highway proposed for Alternatives 8 and 9, numerous Montgomery Village neighborhoods will experience destructive levels of noise and air pollution, reduced property values, impaired safety for our children, the irreplaceable loss of sensitive wetlands and wildlife (according to Montgomery County's own Park's Department), and eradication of our community parks and green space. In order to address the legitimate transportation needs of new up county development in and around Clarksburg, the long-term solution is improved mass transit for *all*, not a road that literally decimates one community for the convenience of another.

As homeowners, taxpayers, and voting citizens, we refuse to accept such an inequitable and devastating "solution" to growing transportation pressures. As our elected and appointed officials with the power to make choices that fairly address the needs and values of all your constituents, and not just those in newer sections of the County, we urge you to reject M-83 and the inevitable damage it will inflict upon our community.

Sincerely,

Judi and Bill White

19212 Seneca Ridge Court

Montgomery Village, MD

MCP-CTRACK

From: cmunson@lti-global.com
Sent: Tuesday, September 24, 2013 9:09 AM
To: county.council@montgomerycountymd.gov; MCP-Chair;
nancy.king@senate.state.md.us; charles.barkley@house.state.md.us;
shane.robinson@house.state.md.us; kirill.reznik@house.state.md.us;
ocemail@montgomerycountymd.gov
Subject: Reject M-83 Alternatives 8 and 9

September 24, 2013

To: Members of the County Council, Planning Commission, and State Delegates
Re: M-83, Alternatives 8 and 9

To our County Council Members, County Executive, State Legislators, and Planning Commission:

We wish to formally register our strong opposition to any further consideration of M-83 Alternatives 8 and 9. As long-time (15 years) homeowners in the Ridges of Stedwick neighborhood of Montgomery Village, we are well informed about the serious potential environmental and community impacts of building M-83. Given that both Routes 355 and 270 are just blocks away from our neighborhood, as well as \$125 million dollars allocated by the County to extend Watkins Mill Road to Route 270, another major highway in our area is not needed and would be a regrettable misuse of limited county funds.

We appreciate the need to relieve increasing traffic congestion as development continues apace up county. However, we firmly believe that the long-term solution to such population growth lies in the provision of more mass transit options such as the Purple Line, Corridor Cities Transit (CCT) and the Smart Growth initiatives.

We believe M-83 is unnecessary, and strongly favor Alternatives 2 and 5, which focus on improvements to existing roads and intersections, and which are supported by the Montgomery Village Foundation. The recently completed Department of Transportation (DOT) Study of the various M-83 alternatives failed to fully consider the impact of improvements to existing roads. As a result, the information the DOT report is providing to the County Council for this critical decision is severely flawed. With so much at stake for so many families and communities in this well-established and economically, racially, and ethnically diverse area, it is unacceptable that a thorough and balanced analysis of all relevant options was not performed. It is fundamentally unfair to sacrifice the quality of life for one set of constituents in order to solve the problems of another set of constituents. By supporting the 4-6 line highway proposed for Alternatives 8 and 9, numerous Montgomery Village neighborhoods will experience destructive levels of noise and air pollution, reduced property values, impaired safety for our children, the irreplaceable loss of sensitive wetlands and wildlife (according to Montgomery County's own Park's Department), and eradication of our community parks and green space. In particular, the proximity of the proposed highway to Watkins Mill Elementary School would severely detract from the school lives of many of our children, while Blohm Park would be ruined by having its heart taken up by a large highway. In order to address the legitimate transportation needs of new up county development in and around Clarksburg, the long-term solution is improved mass transit for all, not a road that literally decimates one community for the convenience of another.

As homeowners, taxpayers, and voting citizens, we refuse to accept such an inequitable and devastating "solution" to growing transportation pressures. As our elected and appointed officials with the power to make choices that fairly address the needs and values of all your constituents, and not just those in newer sections of the County, we urge you to reject M-83 and the inevitable damage it will inflict upon our community. We will closely monitor your choices in this matter, and it will determine whether or not you receive our support, and the support of all our friends and acquaintances, in future elections.

Sincerely,
Christopher & Karina Munson
10617 Seneca Spring Way
Montgomery Village, MD 20886

MCP-CTRACK

From: paizckp@verizon.net
Sent: Tuesday, September 24, 2013 12:18 PM
To: MCP-Chair
Subject: Fwd: M-83, Alternatives 8 and 9

RECEIVED
SEP 24 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: paizckp@verizon.net
Date: Sep 24, 2013 11:37:05 AM
Subject: M-83, Alternatives 8 and 9
To: county.council@montgomerycountymd.gov, MCP-Chair@mncppc-mc.org, nancy.king@senate.state.md.us,
charles.barkley@house.state.md.us, delegaterobinson@gmail.com, shane.robinson@house.state.md.us,
kirill.reznik@house.state.md.us, ocemail@montgomerycountymd.gov

September 24, 2013

To: Members of the County Council, Planning Commission, and State Delegates

Re: M-83, Alternatives 8 and 9

To our County Council Members, County Executive, State Legislators, and Planning Commission:

We wish to formally register our strong opposition to any further consideration of M-83 Alternatives 8 and 9. As homeowners in the Ridges of Stedwick neighborhood of Montgomery Village, we are well informed about the serious potential environmental and community impacts of building M-83. Given that both Routes 355 and 270 are just blocks away from our neighborhood, as well as \$125 million dollars allocated by the County to extend Watkins Mill Road to Route 270, we question the necessity for yet another major highway in our area.

We appreciate the need to relieve increasing traffic congestion as development continues apace up county. However, we firmly believe that the long-term solution to such population growth lies in the provision of more mass transit options such as the Purple Line, Corridor Cities Transit (CCT) and the Smart Growth initiatives.

We believe M-83 is unnecessary, and strongly favor Alternatives 2 and 5, which focus on improvements to existing roads and intersections, and which are supported by the Montgomery Village Foundation. The recently completed Department of Transportation (DOT) Study of the various M-83 alternatives failed to fully consider the impact of improvements to existing roads like 355. As a result, the information the DOT report is providing to the County Council for this critical decision is severely flawed. With so much at stake for so many families and communities in this well-established and economically, racially, and ethnically diverse area, it is unacceptable that a thorough and balanced analysis of all relevant options was not performed.

It is fundamentally unfair to sacrifice the quality of life for one set of constituents in order to solve the problems of another set of constituents. By supporting the 4-6 line highway proposed for Alternatives 8 and 9, numerous Montgomery Village neighborhoods will experience destructive levels of noise and air pollution, reduced property values, impaired safety for our children, the irreplaceable loss of sensitive wetlands and wildlife (according to Montgomery County's own Park's Department), and eradication of our community parks and green space. In order to address the legitimate transportation needs of new up county development in and around Clarksburg, the long-term solution is improved mass transit for *all*, not a road that literally decimates one community for the convenience of another.

Attachment F - Public Comment

As homeowners in the Ridges of Stedwick Community for the past 10 years, taxpayers, and voting citizens, we refuse to accept such an inequitable and devastating "solution" to growing transportation pressures. The construction of M-83 will directly affect our quality of life and that of our four children that enjoy the parkland that is the backdrop to our neighborhood. The amenities of our neighborhood are the primary reason that we have not relocated to be closer to our workplace in Bethesda, MD. As our elected and appointed officials with the power to make choices that fairly address the needs and values of all your constituents, and not just those in newer sections of the County, we urge you to reject M-83 and the inevitable damage it will inflict upon our community.

Sincerely,

Christine Koch-Paiz & Jorge Paiz

19300 Meaderidge Place

Montgomery Village, MD

Garcia, Joyce

From: Christopher Haynes <chris.haynes@amcorp-cco.com>
Sent: Wednesday, September 25, 2013 12:13 PM
To: councilmember.andrews@montgomerycountymd.gov;
councilmember.berliner@montgomerycountymd.gov;
councilmember.elrich@montgomerycountymd.gov;
councilmember.ervin@montgomerycountymd.gov;
councilmember.fioreen@montgomerycountymd.gov;
councilmember.leventhal@montgomerycountymd.gov;
councilmember.navarro@montgomerycountymd.gov;
councilmember.rice@montgomerycountymd.gov;
councilmember.riemer@montgomerycountymd.gov; Garcia, Joyce;
nancy.king@senate.state.md.us; charles.barkley@house.state.md.us;
shane.robinson@house.state.md.us; kirill.reznik@house.state.md.us;
ocemail@montgomerycountymd.gov
Cc: Haynes, Terry
Subject: Letter against M-83 Alternatives 8&9
Attachments: M83_ltr.docx

RECEIVED
09/25
SEP 25 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

This email and letter resent due to email address errors. My apologies.

All,

This is the first time my wife and I have taken the time to address any of you on an issue of government. The attached letter clearly states our opposition to the proposed extension of Mid-County Highway, also known as M-83. It is a grandiose and expensive waste of taxpayer money. We are both active voters and have lived in Montgomery Village for the last 14 years. We will vote against anyone who supports this proposal and will encourage all our friends and neighbors to do the same.

Christopher A Haynes
10508 Seneca Ridge Drive
Montgomery Village, MD
Work Cell: (301) 802-8478

September 25, 2013

To: Members of the County Council, Planning Commission, and State Delegates

Re: M-83, Alternatives 8 and 9

To our County Council Members, County Executive, State Legislators, and Planning Commission:

My wife and I wish to formally register our strong opposition to any further consideration of proposed M-83 Alternatives 8 and 9. As homeowners in the Ridges of Stedwick neighborhood of Montgomery Village, we are well informed about the serious potential environmental and community impacts of building M-83. Given that both Routes 355 and 270 are just blocks away from our neighborhood, as well as the \$125 million dollars allocated by the County to extend Watkins Mill Road to Route 270, we question the necessity for yet another major highway in our area.

We appreciate the need to relieve increasing traffic congestion as development continues apace up county, which, by the way, is part of what is causing this ridiculous discussion in the first place. However, we firmly believe that the long-term solution to such population growth lies in the provision of more mass transit options or previously proposed alternatives.

M-83 is unnecessary, and we strongly favor Alternatives 2 and 5, which focus on improvements to existing roads and intersections. It is fundamentally unfair to sacrifice the personal investments and quality of life of one set of constituents in order to solve the problems of another set of constituents, the cost of which must be borne by the entire county. By supporting the 4-6 line highway proposed for Alternatives 8 and 9, numerous Montgomery Village neighborhoods will experience destructive levels of noise and air pollution, reduced property values, impaired safety for our children, the irreplaceable loss of sensitive wetlands and wildlife (according to Montgomery County's own Park's Department), and eradication of already limited green space.

As homeowners, taxpayers, and voting citizens, we refuse to accept such an inequitable and devastating "solution" to growing transportation pressures. As our elected and appointed officials with the power to make choices that fairly address the needs and values of all your constituents, and not just those in newer sections of the County, we urge you to reject M-83 and the inevitable damage it will inflict upon our community.

Sincerely

Christopher and Terry Haynes

10508 Seneca Ridge Dr

Montgomery Village, MD

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: TAME Coalition <tamecoalition@gmail.com>
Sent: Thursday, September 26, 2013 4:24 PM
To: TAME Coalition; Montgomery County Council; Ike.leggett@montgomerycountymd.gov;
MCP-Chair; Charles Barkley; Shane Robinson; Kirill Reznik; Nancy King
Subject: Testimony for Countywide Rapid Transit Public Hearing ,9/26/13

My name is Margaret Schoap, from Germantown. I am speaking on behalf of the Coalition for Transit Alternatives to Mid-County Highway Extended. The TAME Coalition is made up of 46 organizations, including elected officials, home/condo associations, civic advocacy groups and organizations concerned w/ our growing climate change.

We are unified in supporting progressive-thinking elected officials who favor rapid transit solutions over building new highways; and we have the destructive M-83 highway proposal to thank for opening our awareness to how rapid transit can be a workable, attractive, and economically pleasing transportation system for the future growth coming to Montgomery County. The up-county and its citizens can prosper through the County financially investing in the CCT from Clarksburg, all the way to Shady Grove and Rockville Metros in fully dedicated lanes; and implementing bus rapid transit systems along the MD 355 corridor, extending north from Germantown, running through the heart of Clarksburg and points north.

For the expected \$700 million it would cost to build M-83, MoCo could build the entire MD 355 Rapid Transit line, projected to carry 44,000 passengers by 2040 (MD 355 is designated as Alternative 5 in the M-83 study), and much of that money could go to improving traffic demand management measures, (which is designated as Alternative 2 in the M-83 study), and put the remainder monies into the CCT. This would enable high quality transit connections in the up-county, and a viable alternative to driving between Clarksburg, Germantown, Gaithersburg, and points south. But, this alternative to building M-83 has never been evaluated.

For several decades master plan after master plan has called for building significant public rapid transit. For the most part we have done nothing to build a large scale transit component equal to our road system. The TAME Coalition realizes that when a fast, efficient transit system is built to serve the up-county, we will find that the roads we now have, with modest, less expensive improvements, will meet our transportation needs.

Respectfully submitted,

Margaret Schoap
Organizer for

Coalition for Transit Alternatives to Mid-County Highway Extended (TAME)

see our TAME Coalition Blog

240-581-0518

October 21, 2013

RECEIVED
1042
OCT 23 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL HOSPITAL
PARK AND PLANNING COMMISSION

Mathew:

Enclosed is our book on Goshen, The Heart of Goshen, Celebrating 300 Years of History. There are two sections in the book on the history and status of Prathertown. I tried to locate a copy of Sharon Prather's book, And We All Came Together in Prathertown, but I could not find a copy. I will ask Peggy Saunders for a copy and as soon as I receive the book, I will forward it to you.

Please share this reading material with the Planning Board. Prathertown has a very rich history and is one of the oldest African American Communities in Montgomery County. Some of the descendants of the founders are still living there. The Reverend Prather played a very important role in school integration in Montgomery County. He was also one of the first African Americans to serve on the Board of Directors at Suburban Hospital.

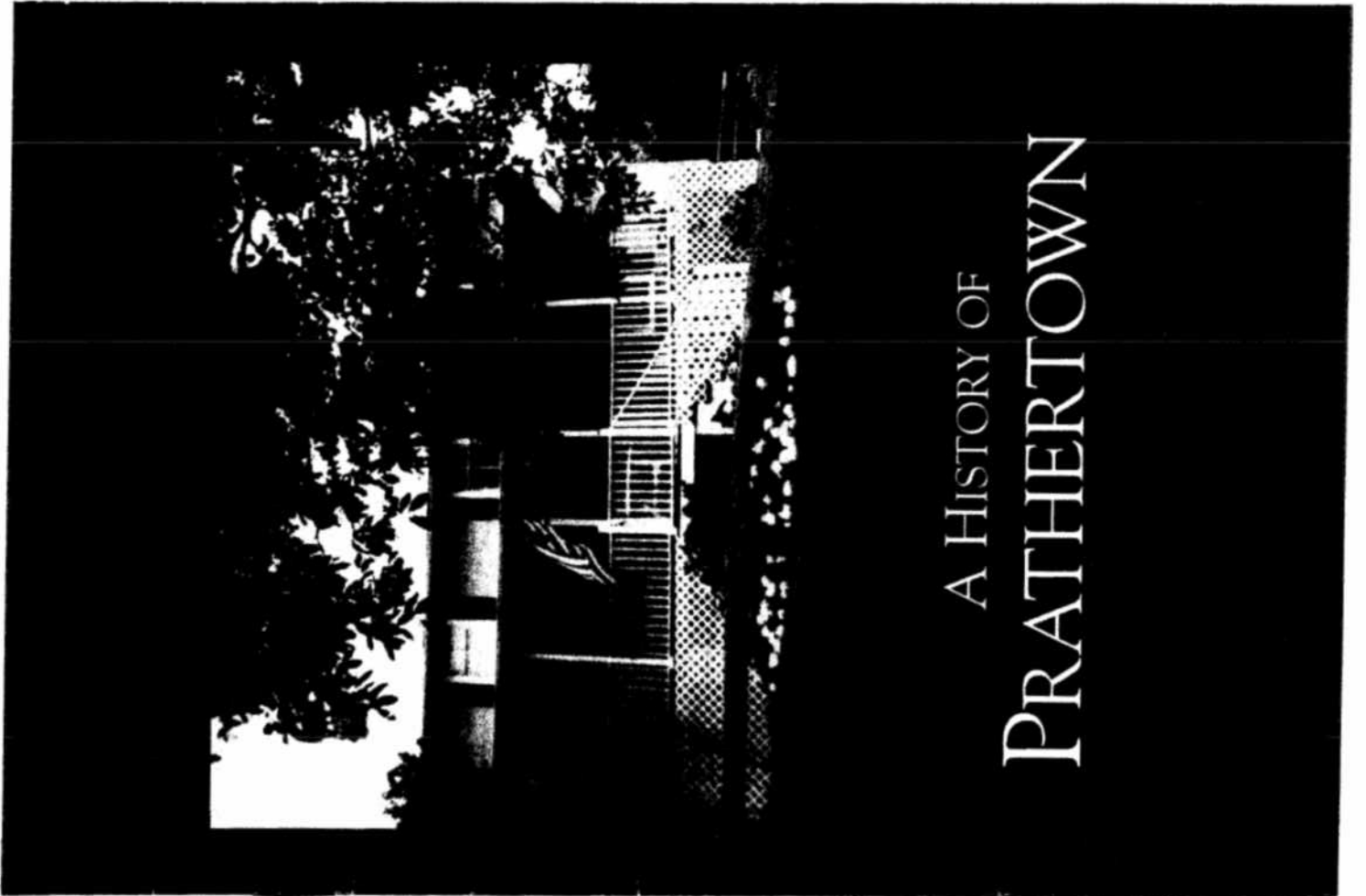
Thank you for your kind consideration regarding this request.

Sincerely,

Joanne Atay

Joanne Atay, Chairman,
Goshen Historical Preservation Society
21109 Kaul Lane
Germantown, Maryland 20876
(240) 276-1763
Joanne.atay@samhsa.hhs.gov

RECEIVED
M-NCPPC
OCT 22 2013
MONTGOMERY COUNTY
PLANNING DEPARTMENT





The Woodborne Estate or the Blunt-Dorsey House. This house was home to five generations of the Blunt family. A brick clad manor home built in the 1800s. The Prather family were slaves on this plantation which was a self-contaminated manor home. Reverend James Edwin Prather describes the old slave quarters which still had iron bars at the windows.



second and third generation, most of the descendants had earned college degrees.

Most of the people living in Prather town today are the direct descendants of the founders. They built the original house, the Prather homestead, out of logs cut from the nearby woods. The original house was a two-story, four room, log cabin where family members tried to survive in the early days after emancipation. Marshal had two rooms upstairs and Moses two rooms downstairs. The house provided cramped quarters and the children had to sleep on the bed "crossways." Eventually, Marshall and Moses were able to build separate homes. The original homestead was torn down in the 1930s but some of the logs still remain on the lot where the homestead stood. All of the members of the Prather family built their own houses in those days.

According to the Reverend James Edwin Prather, Moses Prather was a slave at the Woodbourne Manor House or the Blunt-Dorsey House. Reverend Prather in an interview conducted in 1978 described the old slave quarter on the family members worked on the Blunt-Dorsey farm where he saw the former slave quarter.

Prather town is unique in that it has managed to survive and maintain its identity even though many African-American historic communities have disappeared into suburban tracts. The Reverend Prather, grandson of Marshall Prather, witnessed the disappearance of other African-American communities in Montgomery County. He realized the importance of preserving Prather town's heritage so he requested that his interviews be placed on file in the oral tradition section of the Montgomery County Historic Library. Sharon Prather, the Reverend's daughter, has an unpublished manuscript detailing the history of Prather town from its beginning to the present.

A brief biographical sketch of the Reverend Prather is given here. He was minister of his church, the Poplar Grove Baptist Church in Darnestown, Maryland. The church is now nearly 120 years old. The Reverend Prather started his own ministry there after serving as an assistant pastor at the Brooke Grove United Methodist Church in Laytonsville for 26 years. Most of his congregation were from Prather town and Gaithersburg. Originally the church services were held at the Hall in Stewartown. He had his own religious radio program in 1943 located in Frederick, Maryland. Later, he had a radio program in Gaithersburg, Forward with God, on WHMC. His wife and daughters, nieces and nephews were on the radio with him every Sunday morning. The Poplar Grove Gospel Choir, would come and sing every Sunday morning. He is also a member of the National Association of the Advancement of Colored People (NAACP). He is member of the Montgomery County Medical Foundation and served on the Board of Directors of Suburban Hospital. He served on the Montgomery County School Board and the Committee for integration of schools in 1954. He served as a chaplain for the State of Maryland, working with prisoners at Jessups Prison, and with the elderly at the Asbury Methodist Center located in Gaithersburg, Maryland. He has devoted his life to working with the underprivileged and trying to bring people closer together in Montgomery County. He focused on confidence building among people in various communities because in his words, "so many people feel left out of society." He never lost sight of the fact that his ancestors struggled to build a viable community that would instill pride in the descendants.

There are many Prathers living throughout the State of Maryland. Many live in Montgomery County, both European descent Prathers and African descent Prathers. There is a local cemetery where one person traced a Prather family back to 1698. There are also family branches in Frederick and Prince George Counties.

A HISTORY OF PRATHER TOWN

Prather town was founded in 1883 by emancipated slaves, Moses, Marshall, Rezin, and John and his wife Annie Prather. They paid \$60 cash for each acre or as the land record states, "in hand paid." They purchased nearly 7 acres of land from William Benson, a local white farmer, for a total of \$390. This land was part of an area called Dorsey's Meadows. Later adjacent lands were purchased by James and Moses Wilson, Wesley Boyd, and Basel Frazier. Prather town is one of the oldest African-American communities in Montgomery County and the Prather family living throughout the County is believed to be the oldest African-American family in Montgomery County.

When the Prathers purchased Dorsey Meadows, they did not intend to farm the land as their sole means of support. They planned to build their homes there and have small gardens or truck gardens. Marshall, Rezin, and Moses worked on the farms throughout the County. Some of the women would take in washing. They would go out on Monday and pick up the clothes from other families and then deliver them on Fridays. Some of the families had horses and would hire their labor and services out to other farms, mainly the Clifton Wightman farm on Wightman Road. Many of the family members eventually started their own business in the building industry and others entered various professions. By the



Prather town homestead was a two story log cabin built from the wood from the surrounding areas. The Prather families lived in the cabin until each family could build his own home.



Reverend James Edwin Prather



The Posey House was built in 1910. Sarah was a midwife and John operated a small sawmill which he processed the logs brought there in horse and wagons by local residents. The residents also worked on the Wightman Farm. The Posey House is one of the last examples of late 19th or early 20th century German country style architecture. The Carpenter family has resided in this house for the last 10 years and have impeccably maintained the house.

Goshen Store (not shown) is one of the earliest structures in the area. In 1792, a mill was built there known as the Goshen Mills. By 1853, a post office was opened in the same complex. In the 1920s and 1930s, Annie Prather, a midwife, operated the store and boarding house in the building. In the 1950s, the building served as the Republican Headquarters in the county for the Eisenhower-Nixon campaign.

The old log homes are gone and now many residents of Prathertown live in brick homes along Wightman Road. Developers have tried to buy land in Prathertown but the community leaders worked to discourage people from selling their homes and property. The residents were offered \$15,000 to \$20,000 in cash and this was an offer that some found hard to resist. Once the money was spent, many ended up in apartments not knowing how they were going to meet the next month's expenses. People were urged to try to hold on to what they have. According to Reverend Prather, there is an old proverbial saying that "a bird in the hand is worth two in the bush." Many of the older people sold their property and suffered as a result of it.

All of the residents were nearly squeezed out of Prathertown. One of the local developers wanted to build a dam on Seneca Creek for flood control and management in Montgomery Village.

There were no movements to make Prathertown a town or incorporate it. It has always been a settlement. To quote from Reverend Prather, "We are setting on this little island, I call it an island because we are being surrounded by Goshen Estates and Montgomery Village. This is our heritage and it was handed down to us, our landmark, and so we're going to try to just hold on and keep it up and let it be presentable and do the best we can."

There were very few schools in the area. There was the one-room school house on Blunt Road and the Goshen School on Goshen Road. The children were sent to school at Stewartown before 1954. During that time, there was opposition to integration. Reverend Prather received threatening telephone calls and on one occasion, someone threw a molotov cocktail through the door of the Poplar Grove Baptist Church. This was done to force him to withdraw from the school integration movement. No one was hurt but it was a frightening experience.

For recreation, the people of Prathertown used the campgrounds at Emory Grove which were converted to a night baseball park. Even the famous baseball player Satchel Page played there. There would be horse shows and people would come from Sandy Spring to hold a fair. They did not have swimming pools but some of the children would swim in Seneca Creek. In more recent years, they went to Glen Echo. There were other activities such as Field Days that would allow children from the different schools to get together for competitive sports.



The Black and White Inn formerly owned by Charlie Harris who was the local blacksmith. People came from Washington, D.C. as well as from local areas to have their horses shod at Charlie's shop. The Harris family also had a store at that location where they sold home made candy. On the weekends, Mrs. Harris cooked meals for people who came from the city to enjoy the countryside. The house later served as an inn for traveling African-Americans during the era of racial segregation.

The Reverend Prather was a Methodist minister for 26 years. He then obtained the ministry at the Poplar Grove Baptist Church in Darnestown. Only eight members of his family belonged to the Baptist Church, the rest were Methodist. They attended the Goshen Methodist Church on Goshen Road. At the Poplar Grove Church, there was a large metal tub outside the church that served as the first baptismal pool. On one occasion a request was made by a member of the church to be baptized in the river just like Jesus. The Reverend Prather contacted Clifford Wightman who owned the property along Seneca Creek and permission was granted. The baptism was held in Wightman's meadow on a fall evening.

Before becoming the pastor of the Baptist Church, the Reverend Prather and his family would take evangelizing trips to Pennsylvania, West Virginia and southern Maryland. In those days he referred to himself as a supply minister, that is, he did not have his own church.

Many of the people of Prathertown have their own businesses. The Reverend Prather also had a cement business. He laid the foundations for many of the homes and buildings on Randolph Road. However, he was the only African-American businessman with his office in the old town Gaithersburg. Eventually, the office space was taken away from him and he worked from his home.

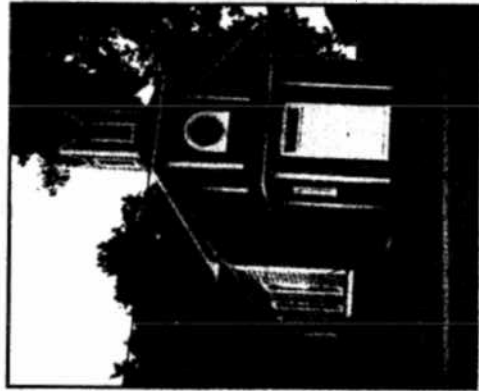
He remembers when the county was 50 percent African American in the 1900s. The average family in Prathertown had nine children. Many of the younger people moved away.

His only son, James Prather, age 20 years old, died of wounds while on a combat operation in Vietnam. He was only in Vietnam for 30 days before he died. He wanted to be a minister and was called by the other members of his company "Reverend" because he would lead the company in prayer every morning.

At the Suburban Hospital, they are paging, "Dr. Prather, Dr. Prather." According to Reverend Prather, he still wears the same size hat, six and three eighths.

The senior assisted living complex, that is now being built will bring the sewer lines into Prathertown, allowing the property owners to sell their vacant lots. Hopefully single family homes which blend into the historic community will be built.

The widening of Wightman Road will take away the front yards of the residents of Prathertown, creating traffic and safety issues, pollution, and noise. Some of the houses such as the historic Posey House may be demolished as a result of future road construction.



The Poplar Grove Baptist Church in Darnestown. This was the Reverend Prather's Church.

Many members of the Prather family are making history today. The Reverend Sandra Prather and her husband the Reverend Carl Prather were instrumental in getting a legislative bill through Congress and the Senate that provides universal health care for children. They also played a significant role in the Welfare to Work Program, providing par-



The Thomas-Wightman House, on Wightman Road, was built in the late 1800s. It is said that the house has a ghost, the elder Mr. Wightman has been seen walking around the house. The house is indexed as a historical site by the Historical Preservation Committee.



Great Seneca Creek enabled three to four mills to be constructed in Goshen. The Goshen mills and the Davis Mill helped to create industries as well as towns and roads which provided connecting links between the towns and cities in Maryland and in Washington, D.C. The mills became the backbone of the early farming community of Goshen, an area with gentle rolling hills and fertile valleys described as the land of milk and honey. During the Civil War, Great Seneca Creek Bridge was guarded by 5,000 Union troops to protect a Confederate invasion of Washington, D.C.

ticipants with the necessary job and education skills to find employment.

All of the members of this magnificent community have a wealth of information on the history of Pratherstown, Goshen, and Gaithersburg.



The Benson House is a frame house built in the 1800s. The Benson family sold a tract of land that was part of Dorsey Meadows to the Prather family in 1883, after members of the Prather family received their independence. It is believed that the early homeowners received a pair of Kentucky Coffee Bean Trees as a wedding gift. Although these trees are not prevalent in Montgomery County they are thriving for being in this northern climate. The trees are and near the Benson home are 180 years old and, unfortunately, one has been chopped down by the developer who is building the senior assisted living complex. The seniors there would most likely have enjoyed this lovely tree as part of their environment. The Kentucky Coffee Bean Tree in Damnestown had a much better fate. There the developer protected the tree and created a park so that all of the residents could enjoy its rare beauty.



Bulder's Orchard, which is famous for its strawberries, is near Pratherstown.



ANNIVERSARY - The Rev. and Mrs. James E. Prather were honored by approximately 200 friends, relatives and members of Poplar Grove Baptist Church in Damnestown on the anniversary of 25 years of ministry at the church. The celebration was highlighted with a banquet at the Peter Pan Inn, Urbana. The Reverend Prather has served 25 at the church, 35 years in the ministry.

Photograph of the Reverend and Mrs. Prather.



The photograph of the two Prathers, General and his wife Beulah

REFERENCES

- Boggs, Ardith Gunderman, Goshen, Maryland, A History and its People, 1986
- Cavicchi, Clara Lise, Places from the Past: The Tradition of Garder Bien in Montgomery County, Maryland, 2001
- Mitchell, Sarah Mae, My Upper Montgomery County History, 2002
- Stewart, Alice, Interview with the Reverend James Prather, 1976



FR. JAMES W. PRATHER

James Prather, 20 Killed in Action

Army Pfc. James W. Prather, 20, of Gaithersburg died, wounds Monday in South Vietnam while on combat operations. He originally had been reported missing by the 14th Infantry of the 25th Division. Pfc. Prather was a graduate of Gaithersburg High School, and was a sophomore at Montgomery Junior College before joining the Army. He played football for both Gaithersburg High School and Montgomery Junior College.

He was a member of the Poplar Grove Baptist Church, where he was president of the youth group and a member of the church choir.

His parents are the Rev. and Mrs. James E. Prather of Route 1, Gaithersburg; and five sisters, Mrs. Lawrence Copeland of 1122 Irving St. NW, Mrs. Clifford Clapp of 2100 Dimes Road, Rockville, Mrs. Denver Saunders of Route 1, Gaithersburg, Miss Sharon of the home, and Miss Joyce of 2005 Knollbrook Drive NW.

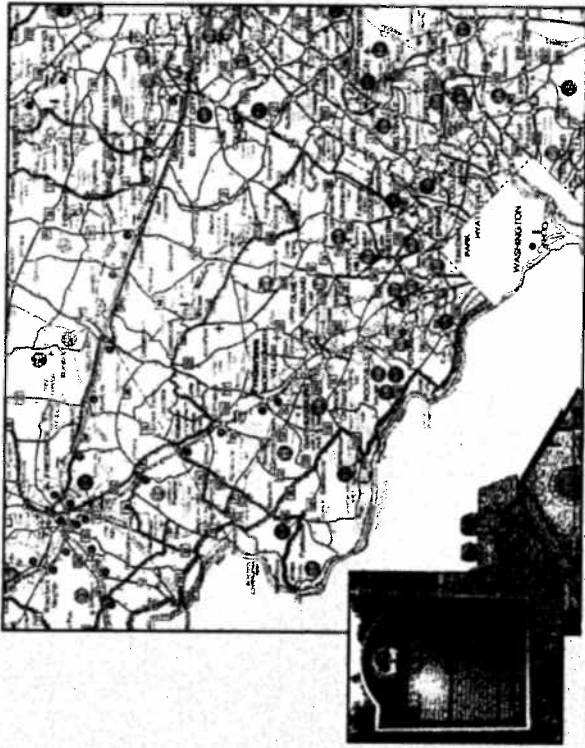
Photograph of James Prather, Reverend and Mrs. Prather son who died in Vietnam



Wesley Prather

Special thanks to the sponsorship of the historical designation of Pratherstown, Montgomery Preservation, Inc.

Judith Christiansen, Preservation Planner, City of Rockville



Data Compiled by:

Joanne Atay and Bonnie Bell, much of the material is based on the book on the Prather Family by Sharon Prather

Members of the Goshen Historic Preservation Society:

Robert Goldberg, the Reverend Sandra Prather, Bonnie Bell, Rosemary Arkoian, Willetine Prather, Phillis A. Prather-Copeland, Barbara Knapp, Ida Halliman, Joan Eames, Joanne Atay, Peggy Saunders, Brenda Nischan, Ellie Barnett, Lauren Kingsland, Kathleen Sentkowski, Janet Buyer, Geogianne Mitchell and Erin Nisson.

Credits:

Susan Soderberg, Education and Outreach Planner (301) 563-3405
Author, A History of Germantown, Maryland, 1988
Clare Cavicchi, Historic Preservation Planner
Author, Places from the Past

The Tradition of Gardez Bien in Montgomery County, Maryland, 2001
Maryland National Capital Park and Planning Commission
Historical Designation of Pratherstown, Montgomery Preservation, Inc.
Photo on cover by Angelina Carpenter

Greater Goshen Civic Association:

Rosemary Arkoian, President, Email Ourgca@hotmail.com
Kathleen Sentkowski, Vice President, Gwendy Lykke, Secretary,
Charles Tilford, Treasurer, Executive Board Members: Robert Goldberg,
Bonnie Bell, Barry Boshier, Joan Eames, Joanne Atay,
Vahé Aghamalian, Erin Nisson, James D. Rogers and Bill Sheridan.

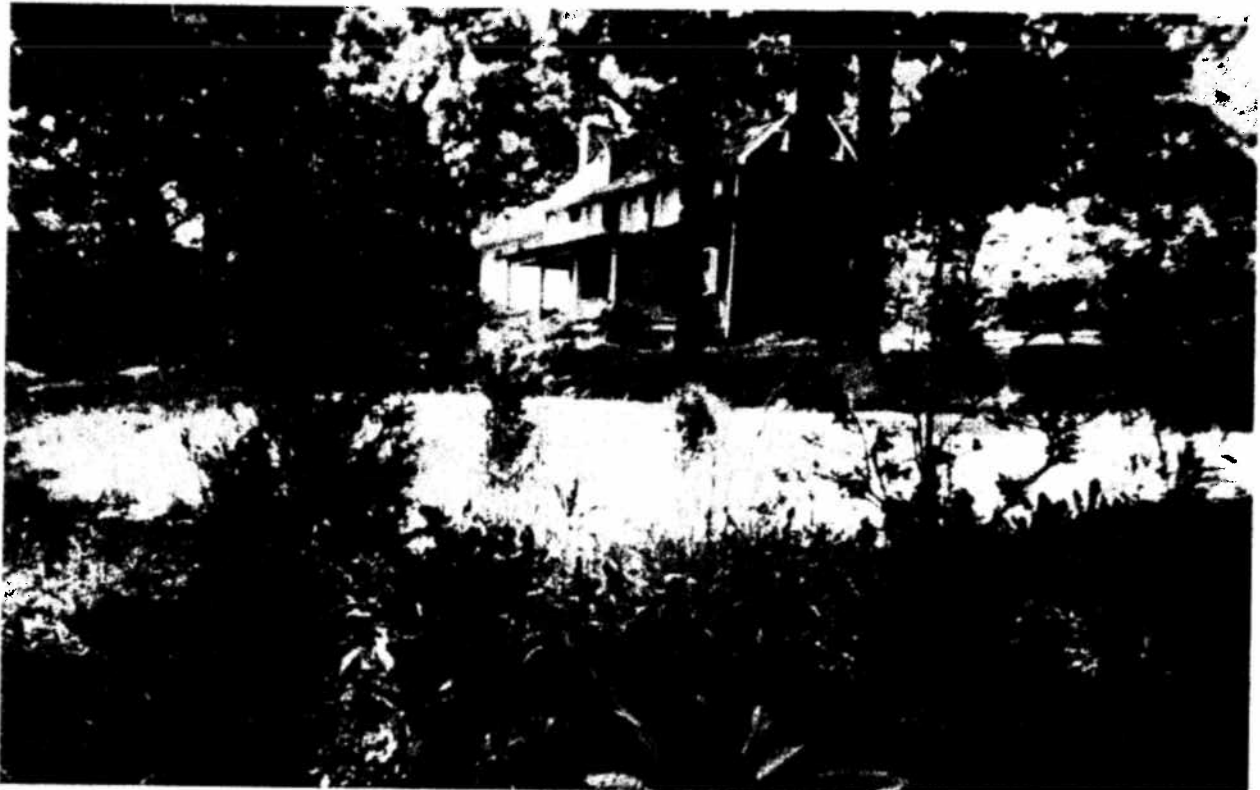
Thanks to the residents of Pratherstown:

The Prather, Saunders, Boyd, Claggett, Dove, Wilson, Frazier, and other families



PRATHERTOWN, THE HISTORIC
AND THE CONTEMPORARY

Prathertown is one of the oldest African American communities in Montgomery County. Prathertown was founded in 1883 by emancipated slaves, Moses, Marshal, Rezim, and John and his wife Annie Prather. They paid \$60 for each acre of land and as recorded on the deed, "in hand paid." They purchased nearly seven acres of land from William Benson, a local farmer for a total of \$390. This land was part of an area called Dorsey's Meadows. Later, adjacent lands were purchased by James and Moses Wilson, Wesley Boyd and Basil Frazier. Prathertown is unique in that the descendants of the founders are still living there. However, Prathertown is changing and new homes are being built and a senior housing complex at Prathertown Road is nearly completed.



Woodbourne Plantation where members of the Prather family were slaves.

RECEIVED

OCT 28 2013

1058
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Garcia, Joyce

From: TAME Coalition <tamecoalition@gmail.com>
Sent: Monday, October 28, 2013 10:58 AM
To: TAME Coalition
Subject: Voices Unite Against M-83 & Focus On Viable Alternatives

"It Is Wrong To Destroy One Community To Benefit Another"

Unity in the Community

by Robert Hydorn, President of Montgomery Village Foundation

re-printed from Montgomery Village News, August 13, 2013



It was standing room only at Seneca Valley High School [on August 7, 2013] when county officials presented various M-83 alternatives. In the past, Village residents have stood united. We have opposed Alternative 4 through Wightman and Brink Roads; Alternative 8 through Stedwick and Blohm Park to Watkins Mill Road; and Alternative 9 through a ravine with a creek that floods over South Valley Park, within a couple hundred feet of Watkins Mill Elementary School, over Blohm Park and within inches of Stedwick Homes Corporation.

For more than five years, I have consistently said that it is wrong to destroy one community (Montgomery Village) to benefit another (Clarksburg). Looking at the alternatives, I am more convinced than ever of the truth of that statement.

Furthermore, it is wrong to drive a road through our planned community which will not benefit our residents. M-83 is an expressway for people who don't live here in the Village. Heck, they don't even live in Montgomery County! We're building roads for

people from Frederick, Carroll, Howard and even Washington counties so they can get to wherever it is they are going.

So, What Are The Options?

- Village residents should not be punished for the planning errors of Clarksburg. Instead, the county should use historic commercial routes such as Route 355 (Frederick Road) and existing throughways such as Great Seneca Highway and I-270. Why hasn't I-270 been widened north of Germantown? The same can be said for Route 355 north of the Milestone Shopping Center and Route 27 which passes Clarksburg. Both roads are long overdue for widening.
- County officials must realize that they can't pave their way out of the predicament which they find themselves. We need mass transit and we need it now. Commuters from as far away as Hagerstown are coming to Shady Grove Road to take Metro to Rockville, Bethesda and Washington. They need to have another way besides automobile to get to their destinations. For the short term, we need improved MARC service to provide an alternative to vehicular traffic for to commuters to our north. The railroad tracks are there. The number of MARC trains need to be increased, and better scheduling to provide an attractive alternative to commuters far north of us. And in the long run, we need to extend Metro's Red Line to Frederick and beyond.
- The Montgomery Village Foundation Board of Directors - with input from Village homes corporations and condominium associations and the MVF Transportation, Development and Public Facilities Committee - has consistently voted against M-83. It is a record that is well known to county and state officials.

We will not accept an alternative that will devastate any part of Montgomery Village, put our school children or pedestrians in harm's way or destroy the natural beauty of our planned community.

The county staff should be embarrassed for entertaining such ideas.

###

Join Us

Margaret Schoap
Organizer for

Coalition for Transit Alternatives to Mid-County Highway Extended (TAME)

see our TAME Coalition Blog

240-581-0518

**MCP-CTRACK**

From: Bradford, Mary
Sent: Thursday, October 31, 2013 10:27 PM
To: Charles R. Tilford
Cc: Wright, Gwen; Bonnie Bell; Charles R. Tilford; Mary Jane Goodrick; Denver Saunders; Gwendy Lykke; Kathleen Sentowski; Robert Goldberg; Rich Raffa; Barbara Knapp; Nancy Aldous; MCP-Chair
Subject: Re: Midcounty Corridor Study

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Mr. Tilford,

Thank you for contacting me. I believe you may be referring to a Mid-County Highway review that I am told is being scheduled by the Montgomery County Planning Board on the evening of November 22. Copying your message to the Chair's Office of the Planning Board to send information to you regarding their process and public participation.

Regards,

Mary R. Bradford
Director
Department of Parks
M-NCPPC, Montgomery County
301-495-2500
www.montgomeryparks.org

On Oct 31, 2013, at 4:17 PM, "Charles R. Tilford" <charlestilford@verizon.net> wrote:

Gwen Wright, Mary Bradford;

We have heard that you plan to hold a public hearing on the Midcounty Corridor Study, leading to a selection of a Preferred Alternative, three weeks from now.

This is a topic of much concern to our community. But we do not understand this part of the process at this time, and do not have adequate time to prepare for your hearing.

We are also very concerned that your hearing may reopen the Study. We would much prefer that your review and hearing follow the County Executive's specific recommendation, which should focus the discussion. This will also give us more time to effectively participate in your hearing.

We understand your interest and participation in the MCS - having seen comments from your staff dating back at least six or seven years, so we are not questioning your role. But we have lived with this for many years and are looking forward to maintaining a focus and bringing this to a closure within the ongoing process.

Charles Tilford
President, Greater Goshen Civic Association

MCP-CTRACK

From: Bradford, Mary
Sent: Thursday, October 31, 2013 10:37 PM
To: Jane Hatch
Cc: Wright, Gwen; Rice's Office, Councilmember; ike.leggett@montgomerycountymd.gov; MCP-Chair
Subject: Re: Midcounty Corridor Meeting

Ms. Hatch,

Thank you for contacting my office. I am forwarding your message to the Chair's Office of the Montgomery County Planning Board. It appears you are referring to an evening session the Planning Board has scheduled for November 21. They can advise you further on their process and public participation.

Regards,

Mary R. Bradford
Director
Department of Parks
M-NCPPC, Montgomery County
301-495-2500
www.montgomeryparks.org

On Oct 31, 2013, at 4:16 PM, "Jane Hatch" <janelhatch@gmail.com> wrote:

Dear Ms. Wright and Ms. Bradford,

I am writing on behalf of the Northgate Homes Corporation, representing over 3000 residents in Montgomery Village, immediately adjacent to Wightman Road.

It is my understanding that MNCPPC may hold a hearing regarding the Midcounty Corridor alternatives on November 21. I am writing to ask that any such meeting be postponed until after the New Year.

November 21 is less than 30 days away and exactly a week before Thanksgiving and the beginning of Hanukkah. Many people will already be on the road for the holidays. Holding such an important meeting when we have yet to receive official notice as an impacted community would not be fair to any of our residents or the neighboring impacted communities such as Pratherstown, Goshen, North Village or East Village.

If indeed it was the plan of your agency to hold this hearing November 21, Northgate respectfully asks that you postpone it to allow adequate notice and freedom from the multiple holidays that fall this time of year.

Thank you.

Sincerely,
Jane Hatch
President
Northgate Homes Corporation

--
JaneLHatch@gmail.com

Lane, Brittany**RECEIVED**
1077
NOV 04 2013

From: quang van <yenvan_6@hotmail.com>
Sent: Friday, November 01, 2013 10:44 PM
To: MCP-Chair
Subject: Reject M83 (Midcounty Highway Extended)

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I urge you to reject the permit application for M83, the Midcounty Highway Extended. This destructive new highway project will have serious environmental and community impacts, and comes 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,

quang van
 21223 hickory forest way
 germantown, MD 20876

RECEIVED
1090
NOV 06 2013

Garcia, Joyce

From: Hwang, Gwo-Ruey (Greg) <Greg.Hwang@montgomerycountymd.gov>
Sent: Wednesday, November 06, 2013 2:55 PM
To: Holmes, Arthur; Roshdieh, Al; Gonzalez, Edgar; MCP-Chair; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey; Bradford, Mary; Krasnow, Rose; Dolan, Mary
Cc: Johnston, Bruce; Serrano, Holger; Seirafi, Sogand; Miller, Aruna; Rick Adams; Jim Eisenhardt; Bill Morgante; jwilson@rkk.com; Folden, Matthew; Hench, John; Pedoeem, Mitra; Cole, Jai; Kim, Ki; Axler, Ed
Subject: Midcounty Corridor Study
Attachments: MCS 11-06-2013 MCDOT Bruce Johnston to MCPB Françoise Carrier.pdf

OFFICE OF THE CHAIRMAN
MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Attached is an electronic copy of the letter dated November 6, 2013, from Mr. Bruce Johnston, Chief of MCDOT Division of Transportation Engineering, to Ms. Françoise Carrier, Planning Board Chairwoman, to clarify issues that were raised during the Planning Board tour on October 3, 2013, for the Midcounty Corridor Study (MCS). The original hardcopy is in mail to you.

Best regards,
Gwo-Ruey (Greg) Hwang, P.E.
 Midcounty Corridor Study Project Manager
 Phone: 240-777-7279
 Fax: 240-777-7277
 greg.hwang@montgomerycountymd.gov

*** Midcounty Corridor Study website: www.montgomerycountymd.gov/midcountycorridorstudy ***



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

November 6, 2013

Arthur Holmes, Jr.
Director

Chairwoman Françoise Carrier
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Planning Board Tour on October 3, 2013 for the Midcounty Corridor Study

Dear Chairwoman Carrier,

We thank you, the Commissioners, and staff for inviting the Department of Transportation (DOT) to join in the October 3, 2013 field tour of the Midcounty Corridor Study (MCS). Issues were raised and discussed during the tour including potential impacts to Watkins Mill Road, Dayspring Retreat Center and the North Germantown Greenway Stream Valley Park and Biodiversity Area. To help clarify the potential effects of Alternatives 8/9 at these locations and sites, below is information for the Board to consider in your evaluation and consideration.

Watkins Mill Road Intersection

Alternative 9 is the complete master plan alignment and includes a 4-leg signalized intersection at Watkins Mill Road. The improvements will not impact Whetstone Run, adjacent wetlands/floodplain, Watkins Mill Elementary School property, or the recreational facilities in South Valley Park. Roadway improvements north of Watkins Mill Road will impact the City of Gaithersburg's Blohm Park and some of its amenities. We will take necessary measures to minimize and mitigate impacts.

Dayspring Retreat Center

The Dayspring Retreat Center provides silent environment for reflection and prayer. The lodge and adjacent inn are the primary facilities used by patrons. Alternative 8/9 is planned within the existing dedicated right-of-way which is located to the east of existing Wayfarer Road (see attached map). The lodge is approximately 1400 feet from the limits of disturbance with approximately 400 feet of forest buffer.

Concerns were raised about the potential highway noise that the proposed improvements would create. The County's Highway Noise Abatement Policy (HNAP) recognizes that special consideration should be given to properties for which serenity and quiet are of significance but does not define a noise impact threshold. However, the Federal Highway Administration defines the threshold at 57 dBA. Our analysis indicates that the 57 dBA contour is located approximately 300 feet from the centerline of Alternative 8/9 and the 67 dBA is approximately 150 feet. Both contours are within the 400 foot forest buffer abutting Alternative 8/9. Consequently, we are confident that the 57 dBA threshold would unlikely be exceeded in the vicinity of the lodge, inn and outdoor reflecting area as a result of the proposed improvements related to Alternative 8/9. During design, we will perform further noise analysis and determine if abatement is necessary.

Division of Transportation Engineering

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878 • 240-777-7220 • 240-777-7277
www.montgomerycountymd.gov

montgomerycountymd.gov/311  240-773-3556 TTY

Ms. Françoise Carrier
November 6, 2013
Page 2

North Germantown Greenway Stream Valley Park and Biodiversity Area

This portion of Dayspring Creek is characterized by a unique bedrock streambed and a wide variety of rare and uncommon plant species and contains the highest quality and variety of resources within the Park's Biodiversity Area.

The Alternative 8/9 bridge crossing of Dayspring Creek for all northern terminus options (A, B, D) would be located approximately 2,500 feet (1/2 mile) downstream of the visited location. We believe this portion of the stream valley is located within the Park's biodiversity area; however, the quality and variety of resources are not as significant as in the upstream portion of the stream valley. Streambed in this area is not the bedrock streambed as in the area of the walking tour.

Northern terminus Option D was developed at the request of the Parks Department to minimize impacts to the park and the highly valued biodiversity area. Unlike Option A, Option D's geometry does not impact the drainage area to the high quality streambed portion of the stream.

Mr. Charles Tilford, a local resident, provided a handout and identified the following:

M-83 Master Plan Alignment was designated on the Master Plan in 1966. All County parkland along the M-83 alignment was purchased by the County *after* the 1966 Master Plan. Much of the County parkland surrounding the Dayspring Retreat Center property was purchased by the County between 1979 and 1982, well after the M-83 alignment was published in the 1966/1974 Master Plans.

Historical aerial photographs show that significant parkland purchased along the master plan alignment at the northern terminus was prior agricultural fields. Since their purchase, these farmlands have naturally regenerated into mature forest. This natural regeneration of forest filled the open gaps within the surrounding forest and has enabled the park's forest to become suitable forest interior dwelling species (FIDS) habitat.

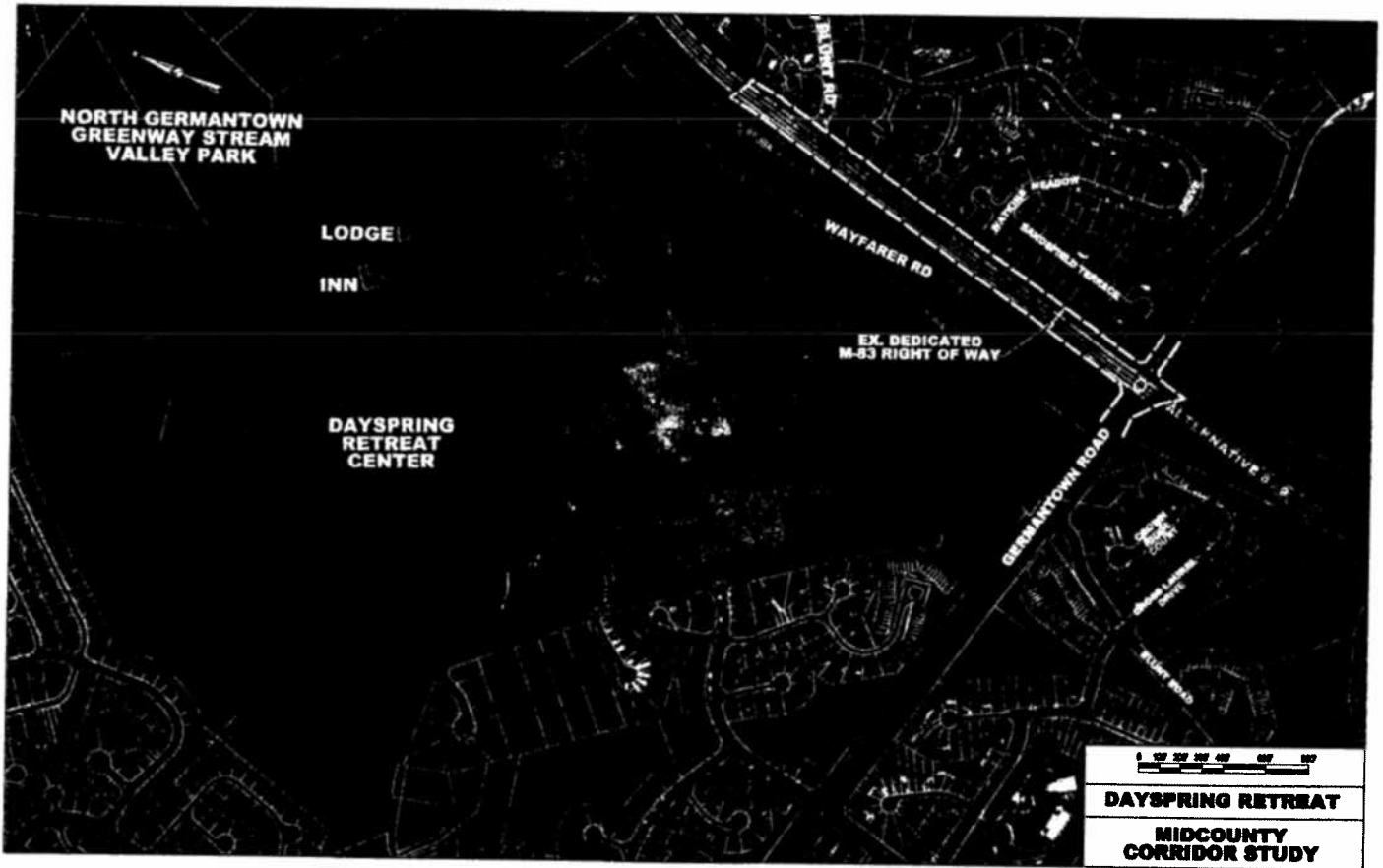
We look forward to continued coordination with the Planning Board and M-NCPPC staff as we develop our recommendations for a preferred alternative and a mitigation plan for impacted environmental resources and community facilities. Should you need any additional information, please contact Mr. Greg Hwang, Project Manager, by telephone at 240-777-7279 or by e-mail at Greg.Hwang@montgomerycountymd.gov.

Sincerely,



Bruce E. Johnston, P.E., Chief
Division of Transportation Engineering

cc: Commissioner Marye Wells-Harley, Planning Board Vice Chair
Commissioner Casey Anderson, Planning Board Member
Commissioner Norman Dreyfuss, Planning Board Member
Commissioner Amy Presley, Planning Board Member
Mary R. Bradford, Director, Parks Department
Rose Krasnow, Interim Director, Planning Department
Mary Dolan, M-NCPPC
Arthur Holmes, MCDOT
Al Roshdieh, MCDOT
Edgar Gonzalez, MCDOT



Lane, Brittany

RECEIVED
1118
NOV 14 2013

From: Cherian Eapen <mail@changemail.org>
Sent: Thursday, November 14, 2013 1:17 AM
To: MCP-Chair
Subject: I just signed "Tell Montgomery County Planning Board and Elected Officials to Build the Mid-County Highway Alternative 9A Alignment. "

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Françoise Carrier,

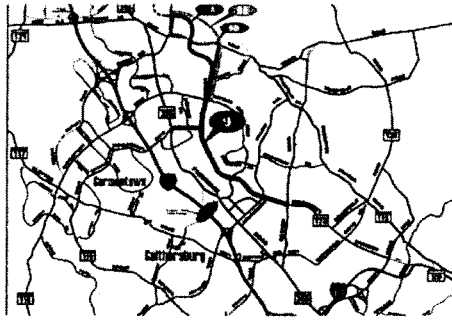
I just signed Coalition for Upcounty's petition "Tell Montgomery County Planning Board and Elected Officials to Build the Mid-County Highway Alternative 9A Alignment." on Change.org.

I support the construction of Master Plan Alignment or Alternative 9A Alignment of Mid-County Highway (M-83) between Ridge Road (MD 27) and Montgomery Village Avenue.

Sincerely,
Cherian Eapen Clarksburg, Maryland

There are now 2 signatures on this petition. Read reasons why people are signing, and respond to Coalition for Upcounty by clicking here:
<http://www.change.org/petitions/tell-montgomery-county-planning-board-and-elected-officials-to-build-the-mid-county-highway-alternative-9a-alignment/responses/new?response=e4f449985888>





Petitioning State Rep. Kathleen Dumais ▾

Tell Montgomery County Planning Board and Elected Officials to Build the Mid-County Highway Alternative 9A Alignment.

Petition by
Coalition for Upcounty

The Mid-County Highway (M-83) is a master-planned 4-lane north/south parkway that has been the basis for planned density in Clarksburg and other up-county areas east of I-270. The roadway will provide a viable north/south travel alternative to I-270 and MD 355 on the east side of I-270, similar to Great Seneca Highway on the west side of I-270. If the County does not build this critical infrastructure it will be detrimental to the quality of life for up-county residents. Here are some facts to remember:

- Mid-County Highway master plan alignment has been on area master plans for nearly 50 years
- The roadway was reconfirmed in the 1994 Clarksburg master plan.
- M-83 is the basis for density planned, approved and constructed in up-county including Clarksburg, East Germantown, and areas east of I 270.
- Corridor Cities Transitway (CCT) to Clarksburg and BRT along MD 355 to Clarksburg are needed in addition to M-83 to enhance up-county mobility options, not as a REPLACEMENT of M-83.
- The Montgomery County Department of Transportation (MCDOT) Mid-County Corridor Study (MCS) Draft Environmental Effects Report (DEER) clearly documents that M-83 Alternative 9 provides the highest transportation effectiveness among all alternatives considered.
- Through bridging, alignment shifts, and retaining walls, all with substantial added costs, alignment Alternative 9A minimizes impact to wetlands, streams, forest, floodplains, and parklands.
- The DEER also proposes substantial mitigation to forest and parkland losses to fully offset any impact from Alternative 9A.
- Up-county residents, especially in Clarksburg, have made decisions about their purchases of residence based on area master plans, which includes M-83.
- M-83 Alternative 9A will protect long-established and historic communities such as Pratherstown and Goshen along Brink Road, Wightman Road, and Warfield Road.

Sign this petition

with 2 supporters

98 NEEDED

First Name

Last Name

Email

Street Address

City

State Outside U.S.?

Zip Code

Why is this important to you?
(Optional)

Sign >

Display my signature on Change.org

Keep me updated on this campaign and others from Coalition for Upcounty

By signing, you accept Change.org's [terms of service](#) and [privacy policy](#).

Recent signatures

Cherian Eapen CLARKSBURG, MD 118

Keith Miller 34

To:

State Rep. Kathleen Dumais, Maryland-015B
 State Rep. Anne Kaiser, Maryland-014A
 State Rep. Eric Luedtke, Maryland-014B
 State Rep. Craig Zucker, Maryland-014C
 State Rep. Charles Barkley, Maryland-039A
 State Rep. Kirill Reznik, Maryland-039B
 State Rep. A. Shane Robinson, Maryland-039C
 State Rep. David Fraser-Hidalgo, Maryland-015C
 State Rep. Aruna Miller, Maryland-015A
 State Sen. Brian Feldman, Maryland-015
 State Sen. Karen Montgomery, Maryland-014
 State Sen. Nancy King, Maryland-039
 Ike Leggett, Montgomery County Executive
 Françoise Carrier, Montgomery County Planning Board Chair
 Phil Andrews, Montgomery County Councilmember
 Marc Elrich, Montgomery County Councilmember
 Craig Rice, Montgomery County Councilmember
 Nancy Floreen, Montgomery County Councilmember
 Hans Riemer, Montgomery County Councilmember
 George Leventhal, Montgomery County Councilmember
 Nancy Navarro, Montgomery County Councilmember
 Valeria Ervin, Montgomery County Councilmember
 Roger Berliner, Montgomery County Councilmember

I support the construction of Master Plan Alignment or
 Alternative 9A Alignment of Mid-County Highway (M-83)
 between Ridge Road (MD 27) and Montgomery Village Avenue.

Sincerely,
 [Your name]

Supporters

Reasons for signing

Cherian Eapen CLARKSBURG, MD about 7 hours ago · Liked 0

M-83 is key to a balanced transportation network in Upcounty, which includes transit. Transit is not the magic pill for all Upcounty mobility issues. Upcounty must have the mobility options that is enjoyed by others in the County. The efforts to destroy this balance with misinformation is unfortunate.

» Request API access



About Change.org · Blog · Jobs · Guides · Help · Press · Organizations · Advertise · Developers
[Privacy](#) · [Terms](#) · [Legal](#) · [Ad Guidelines](#) · © 2013, Change.org, Inc.

English (United States)

