

**ATTACHMENT # 12**

**TITLE:** Packet of letters received by Chairman's office in order of receipt via C-Track.

**Barry Louis Polisar  
3605 Dustin Road  
Burtonsville, MD 20866  
301-384-9207**

Derick Berlage  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

11/6/03

RECEIVED  
1533  
NOV 10 2003

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

Dear Mr. Berlage,

I recently read about the proposed new routes for the Northern Alignment of the ICC.

I understand that there are many environmental issues concerning the original master plan of the ICC, but I am surprised that this "Northern Alignment" through Burtonsville is being considered as an alternative, despite the many sensitive streams and tributaries that are located in *this* area -- as well as the protected WSSC watershed that defines this area and provides drinking water to the community. In fact, many of the same creeks and streams that might be affected by the Master Plan route would also be affected by the Northern Alignment route.

I agree that the congestion in this County is awful. I had hoped that with the advances of road building techniques, an environmentally friendly ICC could be built along the original Master Plan alignment with elevated sections over the fragile watershed. I am surprised that this new route through Burtonsville is being considered, despite 40 years of land acquisition and planning along the original Master Plan alignment.

We used to live on Fairland Road, near the Master Plan alignment for the ICC route. We moved here because of the congestion and pending roadway in the Fairland area and now we understand this roadway may be moved to our new neighborhood in Burtonsville, MD.

My family and I, like many people in this area, chose this area because it was away from the Master Plan route and has a quiet, rural character which will be destroyed if the Northern Alignment option is chosen.

But from a practical perspective, I am surprised that the "Northern Alternative" being considered would effectively replace one of the better East-West routes that currently exists; the 198/Route 28 route from East to West is a decent and well traveled roadway. To replace this existing road with the ICC would end up removing one of the East-West travel options instead of adding a new option for commuters.

If traffic congestion is a problem, wouldn't it make more sense to provide a new East/West route rather than limit everyone to only one new highway? If the ICC goes in over the existing 198/Route 28 route, it would drive even more people who do not want to use the ICC toll route onto existing neighborhood side roads.

I recognize the need for improved East-West travel routes and am happy to see that hiker-biker trails are being considered as part of the overall design of this route. Although personally, we live north of all proposed routes, I think to disregard the Master Plan that has been circulating for so many years and to risk possible contamination of the Patuxent River is ill advised.

This option makes little sense from an environmental standpoint because of potential spills and run off in the Patuxent River watershed.

It is unfair to people who have been making decisions based on the 40 year old Master Plan.

It transforms one of the few remaining rural residential areas in the Eastern part of Montgomery County.

And it will remove an effective East/West route and limit travel options even as it attempts to relieve congestion.

Yours,



Barry Louis Polisar

Edward Warner  
15101 Timberlake Dr.  
Silver Spring, MD 20905

Oct. 27, 2003

Montgomery County Planning Board  
8787 Georgia Ave.  
Silver Spring, MD 20910

RECEIVED  
1457  
OCT 28 2003

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

Dear Planning Board:

I would like to state my strong opposition to diverting the Inter-county Connector (ICC) from any other alignment than that in the Master Plan and particularly from a northern alignment following Rt. 198, as some are now promoting. We purchased our home in the Cloverly neighborhood two years ago in the belief that the Master Plan would be followed and, if the ICC were built, it would follow the plan's alignment. Putting the ICC into the northern/Rt.198 alignment would present us with the traffic noise and pollution we so much wished to leave behind when we moved to this neighborhood. (We formerly lived a block from New Hampshire Ave. in Takoma Park and, let me tell you, the noise was awful!)

I think attention should also be paid to the fact that the northern alignment would run between a special protection area to the south (the headwaters of the Paint Branch) and the WSSC reservoir to the north. Suppose a tanker full of gasoline were to overturn on an ICC that is built between these two watersheds. It would either place carcinogens into the region's drinking water or wipe out some Paint Branch wildlife such as the brown trout that spawn in this creek and many animals that drink from the creek. Presently, there are far fewer tankers on Rt. 198 than there would be were it converted to an ICC.

Finally, I have to ask what traffic problem would be addressed by converting Rt. 198, in essence, into the ICC. Higher speeds? Traffic on the current Rt. 198 moves fast enough for me and there's almost never a traffic jam. In fact, in our neighborhood, we have no major east-west traffic problems; the bigger problem is north-south because I and most of my neighbors don't work in Gaithersburg - we work in Washington or Northern Virginia. I suspect any northern-alignment ICC will end up like those freeways that bust-up urban neighborhoods - they cause local problems and their benefits accrue to those from far outside the neighborhood.

I urge you to work against the ICC and especially any intended for a northern alignment.

Sincerely,

  
Edward Warner

# SPENCERVILLE AREA HOMEOWNERS

PROTECTING PROPERTY RIGHTS OF HOMEOWNERS

Secretary Robert Flanagan  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover MD 21076

RECEIVED  
1531  
NOV 07 2003

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

Dear Secretary Flanagan:

We are writing to express our shock at learning yet another incarnation of MM198 is being considered for the ICC. This road lays waste to any concept of community planning as it stands in obvious violation of the Montgomery County Master Plan, a document many of us have worked on for over twenty years and a guide with which we have made many life decisions, including buying houses, improving homes and property and locating near preferred schools and churches. All of this was done with the understanding that an ICC, if it was to be built, was to be located on a master plan route far South of our neighborhood. Beyond our own financial hardships, which would be considerable, MM198 would undermine the faith and credibility that any community, any homeowner, can place in the county's master plan commitment to its citizens and the ability of property owners and families to plan their lives and investments with any certainty or predictability.

While the original MM198 at least had the pretense of serving the community it was devastating, the latest version makes no such claim. To cut across the area in which we live and at the same time be a limited-access highway, MM198 would by necessity be partly an elevated highway, rising over homes where no highway *elevated or at grade* was ever planned. The impact on the community would be far greater than the number of houses taken in the direct path of the road, extending virtually for blocks with visual, noise and air pollution. This is reminiscent of highways built through poor innercity communities in the 60's, an abuse the NEPA process was designed to prevent.

The ICC was never intended to serve nor be located in this low density wedge of the county. As the current Purpose and Need Statement explicitly states "The foundation for...Montgomery County's...general plans for the last forty years has been the *On Wedges and Corridors* land use concept...a public process that gives due consideration to sustainability, land preservation, development density and environmental sensitivity". MM198, which would plow through the middle of low density residential neighborhoods and environmentally sensitive open spaces and indeed slice in and out of the East county low density wedge, where no such highway infrastructure was ever contemplated or permitted, runs counter to each and every one of those concepts, and indeed to the very foundation of Montgomery County's General Plan. We trust you to give it the quick and timely death it deserves.

cc. Congressman Albert Wynn, Michael Subin, President Montgomery County Council, Senator Rona Kramer, Delegate Karen Montgomery, Delegate Anne Kaiser, Delegate Herman Taylor, Dan Johnson FHA, Neil Pedersen MSHA, Wesley Mitchell SHA, Glenn Orlin, Derrick Berlage MCPB



**NAME****ADDRESS**

~~Steve John~~  
Charles Edson

15716 Thompson Rd. SSMD 20905

15808 Thompson Rd SSMD 20905

~~Wm~~

15700 Thompson Rd SSMD 20905

Ruby A. Green

15704 Thompson Rd

15700 THOMPSON RD.

Bill Harris

15616 Thompson Rd

Francis Jackson

15709 THOMPSON RD.

John Pera

15917 Thompson Rd  
15817 Thompson ROAD

George Reenan

~~J. M.~~

Gary Smith

15600 Thompson Road

November 7, 2003

To: Secretary Robert Flanagan  
Md. Dept. of Transportation  
7201 Corporate Center Dr.  
Hanover, MD 21076

RECEIVED  
1532  
NOV 10 2003

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

RE: ICC

This letter is to serve notice, that my husband and I are adamantly opposed to the northern alignment of the ICC.

We purchased our property 30 yrs. ago, with confidence, that we were in a protected area because of the Patuxent Watershed.

To even think about putting the ICC up here, in Corridor 2, is unconscionable. It is the duty of Montgomery County, State of Md., State and Federal Dept. of Transportation, the Planning Board, and any other agency involved, is to stay with the Master Plan and build your ICC in Corridor 1, south of Briggs Chaney Rd.

BRUCE L. STACHITAS  
4500 Dustin Rd.  
Burtonsville, Md. 20866

CAROL +

c.c.

Pg 1



RE: ICC

- ① Daniel Johnson  
Federal Hwy. Admin., MD Division
- ② Neil Pedersen  
Md. State Hwy Admin.
- ③ Derick Berlage  
Chairman, Montg. Cty Planning Board
- ④ Marc Liebe  
Chairman, Patuxent River Comm.
- ⑤ Wesley Mitchell  
SHA Project Manager for ICC
- ⑥ Delegate Herman Taylor
- ⑦ Michael Subin  
Pres. Montgomery Cty Council
- ⑧ Senator Rona Kramer
- ⑨ Delegate Karen Montgomery
- ⑩ Delegate Anne Kaiser
- ⑪ Congressman Albert Wynn
- ⑫ Senator Ida Ruben
- ⑬ Allan Manuel, Chairman  
East Cty Citizens Advisory Board

Carol and

BRUCE L. STACHITAS  
4500 Dustin Rd.  
Burtonsville, Md. 20856

RECEIVED  
1534  
NOV 12 2003

**Preller, Barbara**

**From:** Karen Franklin [kfranklin.1@earthlink.net]  
**Sent:** Monday, November 10, 2003 9:52 PM  
**Subject:** No Northern Route

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

The following letter was sent to Secretary Flanagan on November 11, 2003 and expresses my opinion on the proposed Northern Route of the ICC. I am a Good Hope Estates resident that will be directly affected by any Northern route. Please remember that I am also a Maryland/Montgomery County citizen, taxpayer and voter.

-----  
November 10, 2003

Secretary Robert Flanagan  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21706

Dear Secretary Flanagan:

I am writing to express my shock and dismay that the SHA is considering a route other than the Master Plan route for the ICC. This alternate route is known as the Northern route, or more recently referred to as Corridor 2. An ICC on any Northern route would severely impact my neighborhood, Good Hope Estates. It would fragment the neighborhood, lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens, county planners and council members have worked on for over twenty years. We chose our house based on that Master plan. I do not want the noise, pollution and disruption that the Northern route would bring to my neighborhood.

The proposed Northern route alternative of the ICC would devastate houses in our area, which is planned as a low-density residential wedge. It would lay waste to the Paint Branch Special Protection Area, which Montgomery County has spent over \$30 million to preserve. And if you pursue this course, you risk losing the faith and trust of Montgomery County citizens, taxpayers and voters.

On November 3, you stated that the State should not interfere in the land use planning of a county when referring to the possible buildout of Maryland Route 32 at a meeting of the Committee for Montgomery. Why don't you apply that principle to the plans for the ICC? Your plan to include Northern routes in the ICC study would undo all the local planning in our area. I strongly urge you not to consider any Northern route for the ICC!

Sincerely,

Karen Franklin

11/12/2003

Preller, Barbara

RECEIVED

NOV 12 2003

From: oraconsult@comcast.net  
Sent: Tuesday, November 11, 2003 1:23 PM  
To: MCP-Chairman

OFFICE OF THE CHAIRMAN  
THE MONTGOMERY COUNTY AND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Mr. Berlage:

I am writing to you today to voice my opinion against any Northern Alignment of the Intercounty Connector. As a resident of Hampshire Greens located at the intersection of New Hampshire Avenue and MD 198, I believed in our Montgomery County master plan and fifty years of park and planning efforts - only to find out that we could be living next to a highway larger than the existing inner/outer loop of the beltway. Hampshire Greens was planned in the 1980's, well before the notion of a northern alignment, which would use MD 198, MD 28, and/or any of the rural roads surrounding our community.

Our community is already suffering the affects of the Norbeck Connector. Increased traffic, 18-wheeler trucks, highway noise, an elevated roadway, and pollution have already caused some of our residents to sell and leave our great community. Now we are being told that one of the ICC alignment proposals 198 option, would shoehorn an ICC onto MD 198/28 attaching to the Norbeck Connector and a second proposal known as the Northern Alignment, would simply plow the highway through the Patuxent Watershed on the line north of MD 198 again attaching to the Norbeck Connector.

Check your maps! The Norbeck Connector cuts right through the community of

Hampshire Greens separating the major section of our community from nearly 70 acres of our community property. Now SHA, led by Paul Wettlaufer of the Army Corps of Engineers and Bill Schultz of U.S. Fish and Wildlife Service, are attempting to stack the deck and influence the location of the ICC right through our community.

This would never occur in the western end of Montgomery County (e.g. on River Rd.). My neighbors and I stand firm and will continue to petition against any ICC construction plan other than the master plan alignment.

Sincerely,

Linda N. Jenks

**Preller, Barbara**

---

**From:** Teena Lavu [teena\_lavu@hotmail.com]  
**Sent:** Tuesday, November 11, 2003 9:35 PM  
**To:** MCP-Chairman  
**Subject:** OPPOSITION TO THE NORTHERN ALIGNMENT !!!

RECEIVED  
NOV 12 2003

Derick Berlage, Chairman, Montgomery County Planning Board  
MNCPPC  
8787 Georgia Ave.  
Silver Spring, MD 20910

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

Dear Mr. Berlage:

I am writing to you today to voice my opinion against any Northern Alignment of the Intercounty Connector. As a resident of Hampshire Greens located at the intersection of New Hampshire Avenue and MD 198, I believed in our Montgomery County master plan and fifty years of park and planning efforts - only to find out that we could be living next to a highway larger than the existing inner/outer loop of the beltway. Hampshire Greens was planned in the 1980's, well before the notion of a northern alignment, which would use MD 198, MD 28, and/or any of the rural roads surrounding our community.

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Check your maps! The Norbeck Connector cuts right through the community of Hampshire Greens separating the major section of our community from nearly 70 acres of our community property. Now SHA, led by Paul Wettlaufer of the Army Corps of Engineers and Bill Schultz of U.S. Fish and Wildlife Service, is attempting to stack the deck and influence the location of the ICC right through our community.

This would never occur in the western end of Montgomery County (e.g. on River Rd.). My neighbors and I stand firm and will continue to petition against any ICC construction plan other than the master plan alignment.

Thank you for your time,

Teena Lavu

---

Great deals on high-speed Internet access as low as \$26.95.  
<https://broadband.msn.com> (Prices may vary by service area.)

**Preller, Barbara**

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**From:** Sravant Lavu [lavusra@yahoo.com]  
**Sent:** Tuesday, November 11, 2003 9:35 PM  
**To:** MCP-Chairman  
**Subject:** OPPOSITION TO THE NORTHERN ALIGNMENT !!!

**RECEIVED**  
NOV 12 2003

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

Derick Berlage, Chairman, Montgomery County Planning Board  
MNCPPC  
8787 Georgia Ave.  
Silver Spring, MD 20910

Dear Mr. Berlage:

I am writing to you today to voice my opinion against any Northern Alignment of the Intercounty Connector. As a resident of Hampshire Greens located at the intersection of New Hampshire Avenue and MD 198, I believed in our Montgomery County master plan and fifty years of park and planning efforts - only to find out that we could be living next to a highway larger than the existing inner/outer loop of the beltway. Hampshire Greens was planned in the 1980's, well before the notion of a northern alignment, which would use MD 198, MD 28, and/or any of the rural roads surrounding our community.

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Check your maps! The Norbeck Connector cuts right through the community of Hampshire Greens separating the major section of our community from nearly 70 acres of our community property. Now SHA, led by Paul Wettlaufer of the Army Corps of Engineers and Bill Schultz of U.S. Fish and Wildlife Service, is attempting to stack the deck and influence the location of the ICC right through our community.

This would never occur in the western end of Montgomery County (e.g. on River Rd.). My neighbors and I stand firm and will continue to petition against any ICC construction plan other than the master plan alignment.

Thank you for your time,

Sravant Lavu

---

Do you Yahoo!?  
Protect your identity with Yahoo! Mail AddressGuard

11/12/2003

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**Jim and Susan Hughes**  
16321 Dustin Court  
Burtonsville, Maryland 20866

November 9, 2003

RECEIVED  
1538  
NOV 12 2003

Dick Berlage  
Chairman, Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

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

Dear Mr. Berlage:

We are writing you to voice our deep concern about the possibility of the State deviating from Montgomery County's established Master Plan route for the ICC, in order to construct an alternative ICC instead along a "northern alignment" route through Burtonsville, MD.

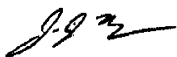
This seems to us an ill-advised, largely expedient move -- simply trading known serious environmental concerns about the Master Plan route for less-well-known but we believe equally or more serious concerns related to a northern alternative. This alternative route contemplates building another major asphalt way through greenspace and drinking water watershed, changing the character of our area, greatly adding to pollution and risk of toxic spills and runoff. All to construct something that is the "long way around" for any logical cross-Montgomery-county ICC.

This new route is also a betrayal of the Montgomery County's long-term Master Plan which has been a longstanding commitment to citizens that should have great importance. The Master Plan was conceived in order to give some focus to urbanized development, to save some areas for green space and a more rural character within the county, and to give some certainty to county citizens and homebuyers as to the types of neighborhoods they might expect to live in after settling in the community. We and many other Montgomery County residents took the Master Plan into account when deciding to purchase our home near Burtonsville, in a green area abutting the Patuxent River's protected watershed and trees. At a personal level, we fiercely oppose a new major highway slashing through the heart of our now green, low development density countryside, seizing individual homes, and changing the character of this area forever.

At a broader level, we think that having a plan for growth and development is the only sensible way to preserve community and state values and interests, and it ill behooves either the state or the county to put aside such commitments for convenience.

We are among those who remain to be convinced that an ICC will provide long term benefits to the citizenry and the state that outweigh its problems and costs relative to other approaches to relieving highway congestion. We hope you will help assure that any studies done will also address this issue.

Sincerely,



James J. Hughes



Susan I. Hughes

November 10, 2003

RECEIVED  
1548  
NOV 13 2003

Secretary Robert Flanagan  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21706

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

Dear Secretary Flanagan:

I am writing to express my shock and dismay that the SHA is considering a route other than the Master Plan route for the ICC. This alternate route is known as the Northern route, or more recently referred to as Corridor 2. An ICC on any Northern route would severely impact my neighborhood, Good Hope Estates. It would fragment the neighborhood, lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens, county planners and council members have worked on for over twenty years. We chose our house based on that Master plan. I do not want the noise, pollution and disruption that the Northern route would bring to my neighborhood.

The proposed Northern route alternative of the ICC would devastate houses in our area, which is planned as a low-density residential wedge. It would lay waste to the Paint Branch Special Protection Area, which Montgomery County has spent over \$30 million to preserve. And if you pursue this course, you risk losing the faith and trust of Montgomery County citizens, taxpayers and voters.

On November 3, you stated that the State should not interfere in the land use planning of a county when referring to the possible buildout of Maryland Route 32 at a meeting of the Committee for Montgomery. Why don't you apply that principle to the plans for the ICC? Your plan to include Northern routes in the ICC study would undo all the local planning in our area. I strongly urge you not to consider any Northern route for the ICC!

Sincerely,

*Karen Franklin*

Cc: Daniel Johnson, Federal Highway Administration, Maryland Division  
Neil Pedersen, Maryland State Highway Administrator  
Wesley Mitchell, SHA Project Manager for the ICC  
Maryland SHA ICC Study Team, Project Planning Division  
Derick Berlage, Chairman, Montgomery County Planning Board  
President Michael Subin, Montgomery County Council  
Councilmember Nancy Floreen  
Douglas M. Duncan, Montgomery County Executive

Domenico & Gloria Panza  
4200 Dustin Road  
Burtonsville, MD

RECEIVED  
1547  
NOV 13 2003

Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

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

Dear Secretary Robert Flanagan,

We, the entire household at 4200 Dustin Road, are opposed to the northern alignment that would be built through Burtonsville north of Route 198 and south of Dustin Road and Bell Road. We feel too much has been done already with the roads already. Please, no more roads on Dustin Road! We want to preserve our water supply and our privacy. Thank you.

Sincerely,

Domenico Panza, Sr. & Gloria Panza





November 12, 2003

RECEIVED  
1558  
NOV 14 2003

Secretary Robert Flanagan  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21706

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

Dear Secretary Flanagan:

My wife and I are fellow Republicans and we were absolutely overjoyed when Bob Ehrlich was elected as the Governor of the Great State of Maryland.

Now, it seems, we are not so overjoyed. Your office's consideration of the proposed northern route for the inter-county connector is worrisome to my wife and I. The northern route goes right through our Good Hope Estates neighborhood, but more importantly, right through the Paint Branch watershed. You should see the recovery this important little stream has made over the years. A highway trough it will be disastrous.


I urge you to abide by the Cloverly Master Plan. It has been in the works for twenty years. Let us decide what is best for our neighborhoods. I'll agree that traffic is problematic in the Washington Metropolitan area. A new highway cut through some of the most beautiful country in Montgomery County will not resolve regional traffic problems. New highways spawn new development, which spawns new congestion.

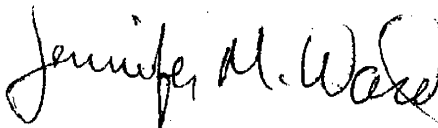
This highway is a flawed idea, and the people of Good Hope Estates DO NOT WANT IT.

I urge you, Secretary Flanagan, to reconsider your position on this issue. I urge you NOT to consider any Northern alternative to the Master Plan route.

Thank you for your time.

Very Respectfully,

  
Joseph and Jennifer Ward  
15333 Beaufort Place  
Silver Spring, MD 20905



Cc: **Daniel Johnson, Federal Highway Administration, Maryland Division**  
Fax 410.962.4054  
The Rotunda  
711 West 40<sup>th</sup> Street  
Suite 220  
Baltimore, MD 21211  
**Neil Pedersen, Maryland State Highway Administrator**  
Fax 410.209.5009

**Wesley Mitchell, SHA Project Manager for the ICC**

Phone 800.548.5026

Alt Ph 410.545.8542

Email: [WMitchell@sha.state.md.us](mailto:WMitchell@sha.state.md.us)

State Highway Administration

Mail Stop E-301

707 N. Calvert Street

Baltimore, MD 21202

**Derick Berlage, Chairman, Montgomery County Planning Board**

MNCPPC

8787 Georgia Ave.

Silver Spring, MD 20910

Email: [mcp-chairman@mncppc-mc.org](mailto:mcp-chairman@mncppc-mc.org)

Fax: 301.495.1320

Phone: 301.495.4605

**President Michael Subin, Montgomery County Council**

100 Maryland Avenue

Rockville, MD 20850

Email: [county.council@montgomerycountymd.gov](mailto:county.council@montgomerycountymd.gov)

Telephone: 240.777.7907

**Councilmember Nancy Floreen, Chair of Council's Transportation and Environment Cte.**

100 Maryland Avenue

Rockville, MD 20850

Email: [county.council@montgomerycountymd.gov](mailto:county.council@montgomerycountymd.gov)

Telephone: 240.777.7959

**Douglas M. Duncan, Montgomery County Executive**

Executive Office Building

100 Monroe Street

Rockville, MD 20850

Fax 240.777.2517

**Maryland State Highway Administration ICC Study Team**

Project Planning Division

Maryland State Highway Administration

707 North Calvert Street

3rd Floor

Baltimore, MD 21202

E-mail: [icstudy@sha.state.md.us](mailto:icstudy@sha.state.md.us)

Web: [www.icstudy.org](http://www.icstudy.org)

Telephone: 1-866-462-0020

**THE HARTUNGS**

4000 Dustin Road  
Burtonsville, MD 20866

November 12, 2003

Secretary Robert Flanagan  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

RECEIVED  
1559  
NOV 14 2003

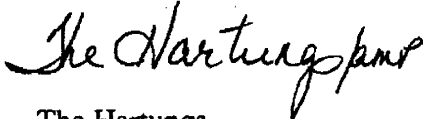
OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Secretary Flanagan:

We oppose the building of the northern alignment for the ICC that would be built through Burtonsville, north of Route 198 and south of Dustin Road and Bell Road. We are in favor of the original master plan route that would be built south of Briggs Chaney Road.

The original master plan has been in existence for years and many of us made decisions on our home based on this plan. Additional moving to the northern alignment will result in contamination of the Patuxent River waste supply from run off or toxic spills – not an inviting situation for our present and future residents.

Sincerely,



The Hartungs  
Charles and Petra

Cc: Daniel Johnson  
Neil Pedersen  
Derick Berlage ✓  
Marc Liebe  
Wesley Mitchell  
Delegate Herman Taylor  
Michael Subin  
Senator Rona Kramer  
Delegate Anne Kaiser  
Congressman Albert Wynn  
Allan Manuel  
Senator Ida Ruben

Preller, Barbara

RECEIVED  
1566  
NOV 14 2003

From: geoghb@erols.com  
Sent: Thursday, November 13, 2003 10:37 PM  
To: MCP-Chairman  
Subject: Flanagan's Sick Prescription

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
TRANSPORTATION PLANNING COMMISSION

Flanagan's Sick Prescription: Wider roads, higher taxes, tolls.

Anyone who has lived in the Washington area for any length of time has experienced for themselves the widening of roads only produces insufferable congestion. Virtually all major roads have already been widened once, if not twice, and the many roads built within the last twenty years are all producing enormous traffic congestion. There is no way that continued widening will have any other effect except further aggravating the congestion problem. The so-called widening and taxing remedies, sought by previous transportation officials, have paid off in spades. This is not the more the merrier solution. It plainly does not work, and Secretary Flanagan is acting blind, deaf and dumb to what the rest of us know and contend with daily. Tolls don't ease the congestion either - look at the toll roads in northern Virginia, look at I-95 in Maryland, look at toll roads anywhere - more congestion than ever. That prescription is a losing proposition. It has never worked and it is on its deathbed.

It is clearly time for a radical change from the worn out, useless, ultra expensive and disruptive consequences of building more and bigger roads. This administration's attitude is ill conceived and is denying the people their choice for transportation improvements in this region. There is sufficient roadway now to move things by truck. But the real problem is to move the daily crush of people. But the planners think in terms of cars - and they have not done well at that, as the volume of cars continues to outstrip the infrastructure capacity. However, if we want to move people and not cars, we can move very large numbers of people in comfort and at reasonable cost by other means.

Would it be that at the time Metrorail was conceived, being planned and built, Mr. Flanagan and Mr. Ehrlich would have fought instead to build highways in its place and put hundreds of buses on them? Think of life now without Metrorail, but buses and 12 lane highways. I would shudder at the proposition. Would Messrs. Flanagan and Ehrlich roll back Metrorail and replace it with concrete and buses?

Well, that is precisely the kind of bitter pill those gentlemen are foisting on this community now. Two wonderful rail plans, the Purple Line and the Corridor Cities Transitway, both planned for many years as high quality light rail systems are about to be dumped in favor of more concrete and more buses. Look at the Metrorail ridership, 6-700,000 per day. When a rail system is designed to meet the needs of the community it becomes a centerpiece of transportation which the community relies upon and learns to cherish.

It is time for rail, once again, to become the dominant mover of people. Those people, who have a choice, car or other, can be coerced away from their cars by a modern quality rail service. Buses do not hold the same aura as rail, and history shows very few people will get out of their cars for a bus. Most bus riders are those who don't have a choice - but they would prefer rail if they could get it. Rail is the most economical way to move people on the ground, and there is no reason why that can't be done again; and with a world class design to be looked at as a model around the world. But as of now, Mr. Flanagan's model will attract little attention as a transportation pacesetter or congestion reliever.

Mr. Flanagan can leave this state and region with a great legacy if he has the courage and vision to do so by switching from concrete to rail.

Otherwise, he will remain entrapped in his expensive outdated concrete jungle, along with the rest of us.

George Barsky  
20432 Waters Point Lane  
Germantown, MD 20874  
301-515-0182  
geoghb@erols.com

-----  
mail2web - Check your email from the web at  
<http://mail2web.com/> .

1504 Rainbow Drive  
Silver Spring, MD 20905  
November 18, 2003

Derick Berlage, Chairman, Montgomery County Planning Board  
MNCPPC  
8787 Georgia Ave.  
Silver Spring, MD 20910

RECEIVED  
1603  
NOV 20 2003

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

Dear Chairman Berlage:

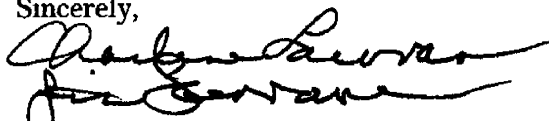
I am writing to express my shock and concern that the SHA is considering a route other than the Master Plan route for the ICC, which is known as the Northern route. An ICC on any Northern route would severely impact my neighborhood, Good Hope Estates. It would fragment the neighborhood, lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens and county planners and council members have worked on for over twenty years. The Master Plan guides Montgomery County citizens when they decide where to buy houses and attend schools and churches. Your plan to include Northern routes in the ICC study would undo all the local planning in our area.

On November 3, you stated that the State should not interfere in the land use planning of a county when referring to the possible build-out of Maryland Route 32 at a meeting of the Committee for Montgomery. Why don't you apply that principle to the plans for the ICC? I am asking you not to consider any Northern route.

The proposed Northern route alternative of the ICC would devastate houses in our area which is planned as a low density residential wedge. It would lay waste to the Paint Branch Special Protection Area which Montgomery County has spent over \$30 million to preserve. And if you pursue this course, you risk losing the faith and trust of Montgomery County citizens and taxpayers.

Studies by the SHA have not shown that an ICC would significantly relieve Beltway congestion and there are other alternatives which are well known to you, which would contribute to better east-west traffic flow. Yet SHA continues to pursue the ICC. If you must continue on this extremely expensive and destructive pathway, I urge you NOT to consider any Northern alternative to the Master Plan route.

Sincerely,



Charlene and Jim Lacovaro

Preller, Barbara

**From:** Ron Smith [ron.smith@pressroom.com]  
**Sent:** Wednesday, November 19, 2003 7:50 PM  
**To:** Ronald Smith; iccstudy@sha.state.md.us; MCP-Chairman;  
county.council@montgomerycountymd.gov; senator mikulski; SENATOR Sarbannes  
**Cc:** Good Hope Estate Association  
**Subject:** Routes for the Intercounty Connector

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

**To All addresses above: Sharie and I have sent this letter to Secretary Robert Flanagan. Since we have an email address for each of you we have chosen to solicit your assistance in conveying our position on this matter. Thank you very much for any support you can provide.**

Secretary Robert Flanagan  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21706

Dear Secretary Flanagan:

I am writing to express my shock and concern that the SHA is considering a route other than the Master Plan route for the ICC, which is known as the Northern route. An ICC on any Northern route would severely impact my neighborhood, Good Hope Estates. It would fragment the neighborhood, lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens and county planners and council members have worked on for over twenty years. The Master Plan guides Montgomery County citizens when they decide where to buy houses and attend schools and churches. Your plan to include Northern routes in the ICC study would undo all the local planning in our area.

On November 3, you stated that the State should not interfere in the land use planning of a county when referring to the possible buildout of Maryland Route 32 at a meeting of the Committee for Montgomery. Why don't you apply that principle to the plans for the ICC? I am asking you not to consider any Northern route.

The proposed Northern route alternative of the ICC would devastate houses in our area which is planned as a low density residential wedge. It would lay waste to the Paint Branch Special Protection Area which Montgomery County has spent over \$30 million to preserve. And if you pursue this course, you risk losing the faith and trust of Montgomery County citizens and taxpayers.

Studies by the SHA have not shown that an ICC would significantly relieve Beltway congestion and there are other alternatives which are well known to you, which would contribute to better east-west traffic flow. Yet SHA continues to pursue the ICC. If you must continue on this extremely expensive and destructive pathway, I urge you NOT to consider any Northern alternative to the Master Plan route.

Sincerely,

Ron and Sharie Smith  
15317 Aylesbury Street  
Silver Spring, MD 20905



**KIMBERLY B. MURGA**

15613 Wembrough Street  
Silver Spring, MD 20905-4060

November 15, 2003

Secretary Robert Flanagan  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21706

RECEIVED  
1604  
NOV 20 2003

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

Dear Secretary Flanagan:

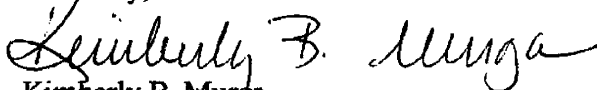
I am writing to express my shock and concern that the SHA is considering a route other than the Master Plan route for the ICC, which is known as the Northern route. An ICC on any Northern route would severely impact my neighborhood, Good Hope Estates. It would fragment the neighborhood, lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens and county planners and council members have worked on for over twenty years. The Master Plan guides Montgomery County citizens when they decide where to buy houses and attend schools and churches. Your plan to include Northern routes in the ICC study would undo all the local planning in our area.

On November 3, you stated that the State should not interfere in the land use planning of a county when referring to the possible build out of Maryland Route 32 at a meeting of the Committee for Montgomery. Why don't you apply that principle to the plans for the ICC? I am asking you not to consider any Northern route.

The proposed Northern route alternative of the ICC would devastate houses in our area, which is planned as a low-density residential wedge. It would lay waste to the Paint Branch Special Protection Area, which Montgomery County has spent over \$30 million to preserve. And if you pursue this course, you risk losing the faith and trust of Montgomery County citizens and taxpayers.

Studies by the SHA have not shown that an ICC would significantly relieve Beltway congestion and there are other alternatives, which are well known to you, which would contribute to better east-west traffic flow. Yet SHA continues to pursue the ICC. If you must continue on this extremely expensive and destructive pathway, I urge you NOT to consider any Northern alternative to the Master Plan route.

Sincerely,



Kimberly B. Murga

Homeowner in Good Hope Estates, Montgomery County, MD

**Cc: Daniel Johnson, Federal Highway Administration, Maryland Division  
Neil Pedersen, Maryland State Highway Administrator  
Wesley Mitchell, SHA Project Manager for the ICC  
Maryland State Highway Administration ICC Study Team  
Derick Berlage, Chairman, Montgomery County Planning Board  
President Michael Subin, Montgomery County Council  
Councilmember Nancy Floreen, Chair of Council's Transportation and  
Environment Cte.  
Douglas M. Duncan, Montgomery County Executive**

Robert & Mary Goodenough  
15216 Aylesbury Street  
Silver Spring, MD 20905

November 12, 2003

RECEIVED  
NOV 24 2003

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

Derick Berlage  
Chairman  
Montgomery County Planning Board  
8787 Georgia Ave.  
Silver Spring, MD 20910

Dear Derick Berlage:

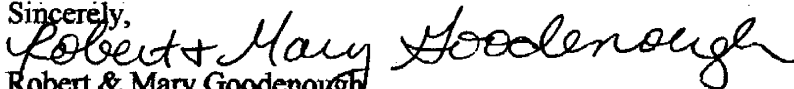
I am writing to express my shock and concern that the SHA is considering a route other than the Master Plan route for the ICC, which is known as the Northern Route. An ICC on any Northern route would severely impact my neighborhood, Good Hopes Estates. It would fragment the neighborhood, lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens, county planners and council members have worked on for over twenty years. The Master Plan guides Montgomery County citizens when they decide to buy houses and attend schools and churches. Your plan to include the Northern routes in the ICC study would undo all of the local planning in our area.

On November 3, 2003, you stated that the State should not interfere in the land use planning of a county when referring to the possible buildout of Maryland Route 32 at a meeting of the Committee for Montgomery County. Why don't you apply that principle to the plans for the ICC? I am asking you not to consider the Northern Route.

The proposed Northern Route alternative of the ICC would devastate houses in our area, which is planned as a low-density residential wedge. It would lay waste to the Paint Branch Special Protection Area, which Montgomery County has spent over \$30 million to preserve. If you pursue this course you risk losing the faith and trust of Montgomery County citizens and taxpayers.

Studies by the SHA have not shown that an ICC would significantly relieve Beltway congestion. Other alternatives, which are well known to you, would contribute to better east-west traffic flow. If you choose to continue with the ICC please do not consider any Northern alternative to the Master Plan Route. Thank you for your attention to this matter.

Sincerely,

  
Robert & Mary Goodenough

Derick Berlage  
Montgomery County Planning Board  
MNCPPC  
8787 Georgia Ave  
Silver Spring, MD 20910

RECEIVED  
1622  
NOV 24 2003

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

Dear Chairman Berlage:

I am writing to express my shock and concern that the SHA is considering a route other than the Master Plan route for the ICC, which is known as the Northern route. An ICC on any Northern route would severely impact my neighborhood, Good Hope Estates. It would fragment the neighborhood, lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens and county planners and council members have worked on for over twenty years. The Master Plan guides Montgomery County citizens when they decide where to buy houses and attend schools and churches. Your plan to include Northern routes in the ICC study would undo all the local planning in our area.

On November 3, you stated that "the State should not interfere in the land use planning of a county" when referring to the possible buildout of Maryland Route 32 at a meeting of the Committee for Montgomery. Why don't you apply that principle to the plans for the ICC? I am asking you not to consider any Northern route.

The proposed Northern route alternative of the ICC would devastate houses in our area which is planned as a low density residential wedge. It would lay waste to the Paint Branch Special Protection Area which Montgomery County has spent over \$30 million to preserve. And if you pursue this course, you risk losing the faith and trust of Montgomery County citizens and taxpayers.

Studies by the SHA have not shown that an ICC would significantly relieve Beltway congestion and there are other alternatives which are well known to you, which would contribute to better east-west traffic flow. Yet SHA continues to pursue the ICC. If you must continue on this extremely expensive and destructive pathway, I urge you NOT to consider any Northern alternative to the Master Plan route.

Sincerely,

Terry P. Campbell



November 17, 2003

RECEIVE  
NOV 24 2003

Secretary Robert Flanagan  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21706

Secretary Flanagan:

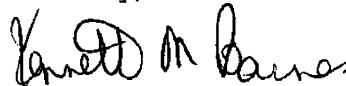
I am writing on behalf of the Board of the Good Hope Estates Civic Association to express our shock and concern that the SHA is considering a route other than the Master Plan route for the ICC, known as the Northern Corridor. An ICC on any Northern route would severely impact our neighborhood, Good Hope Estates. In fact, one of the variations of the Northern Corridor would slice through Thompson Road (which is part of our neighborhood), force residents out of their houses, and sever its connection to the rest of our community.

The use of any northern route would fragment Good Hope Estates, would lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens, county planners and council members have worked on for over twenty years. The Master Plans in Montgomery County guide citizens when they decide where to buy houses and attend schools and churches. Your proposal to include Northern routes in the ICC study would undo all the local planning in our area.

On November 3, you said that you believed that the State of Maryland should not interfere in the land use planning of a county. At that time you were referring to the possible buildout of Maryland Route 32 at a meeting of the Committee for Montgomery. Why don't you apply that principle to the plans for the ICC? On behalf of our community, we are asking you NOT to consider any Northern route.

The proposed Northern route alternative of the ICC would devastate houses in our area which is planned as a low density residential wedge. It would lay waste to the Paint Branch Special Protection Area which Montgomery County has spent over \$30 million to preserve. And if you pursue this course, you risk losing the faith and trust of Montgomery County citizens and taxpayers.

Sincerely,



Kenneth M. Barnes  
President, Good Hope Estates  
Civic Association

Cc: Daniel Johnson, Federal Highway Administration  
Neil Pedersen, Maryland State Highway Administrator  
Wesley Mitchell, SHA Project Manager for the ICC  
Maryland State Highway Administration ICC Study Team  
Derrick Berlage, Chairman, Montgomery County Planning Board  
President Michael Subin, Montgomery County Council  
Councilmember Nancy Floreen, Chair of Council's Transportation  
and Environment Committee  
Douglas M. Duncan, Montgomery County Executive

3839 Dustin Road  
Burtonsville, MD 20866-1013  
November 25, 2003

Derick Berlage  
Chairman, Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

RECEIVED  
1647  
DEC 01 2003

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

Dear Sir:

I support the placement of the Inter County Connector (ICC) on or near the original planned position, Corridor 1. I do not think the northern alignment, Corridor 2, south of Bell Road and north of Burtonsville, would seriously affect the value of my property or the quality of my life here. However, for the following reasons I think choice of Corridor 2 would be stupid:

1. Corridor 2 would not serve the needs of the population of Montgomery County as well as Corridor 1 would.
2. Corridor 2 is longer and has more curves.
3. It would affect drainage to the T. Howard Duckett reservoir in quality and quantity. Particularly the road debris and chemical spill accidents would affect the quality. Large areas of pavement would affect the runoff during storms.
4. Long term planning would be shown to be useless.
5. The trust of citizens in plans for development of the road system and the county generally would be destroyed.

Sincerely yours,



Robert S. Price

Derrick Berlage, chairman,  
Montgomery County Planning  
Board

RECEIVED  
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DEC 01 2003

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

Six years ago we were assured there would be no Norbeck extension in our back yard, no water tanks in our back yard, no ICC in our back yard; we were in the first 5 to build in Hampshire Greens. The other 2 are already built, the ICC is next. I think not. Please honor the master plan Corridor 1 for the ICC [Not 198-Norbeck]

Thank you!

Joyce Wilson  
16523 Harbour Town Dr.  
Montgomery County, MD 20814

**Preller, Barbara**

---

**From:** Peter and Dianne Lidiak [lidiak@gis.net]  
**Sent:** Tuesday, December 02, 2003 12:31 AM  
**To:** danw.johnson@fhwa.dot.gov; katz.judith@epa.gov; wmitchell@sha.state.md.us; iccstudy@sha.state.md.us; MCP-Chairman; karen\_montgomery@house.state.md.us; ida\_ruben@senate.state.md.us; rona\_kramer@senate.state.md.us; anne\_kaiser@house.state.md.us; herman\_taylor@house.state.md.us; county.council@montgomerycountymd.gov; councilmember.praisner@montgomerycountymd.gov; senator@mikulski.senate.gov; senator@sarbanes.senate.gov  
**Subject:** ICC Study Alternatives

December 1, 2003

Neil J. Pedersen  
Administrator  
Maryland State Highway Administration  
Maryland Department of Transportation  
707 N. Calvert Street  
Baltimore, MD 21202

RECEIVED  
166.5  
DEC 04 2003

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

Dear Mr. Pedersen:

I am writing regarding the summary of the alternatives analysis I recently received for the Intercounty Connector. I do not support either of the two major alternative alignments discussed in the summary.

In the purpose and need section of the project summary the study team has asserted that mobility in Montgomery and northwest Prince George's Counties is severely limited and that, "This lack of mobility limits job opportunities, interaction between communities, access to government and community services, and contributes to a decrease in the quality of life." What "communities" is the team referring to? Surely NOT the communities along the potential routes of the roadway. The ICC will fragment existing communities and ecosystems, isolate these communities, and will decrease the quality of life. Of course, the commercial interests of western Montgomery County will gain easy access to Route 95 and Route 1 at the expense of the numerous communities through which the roadway will pass. This roadway will funnel traffic and congestion into and across the neighborhoods of eastern Montgomery County and will not provide any lasting benefits.

I must question whether this project will do anything to relieve traffic congestion. It is an increasingly accepted concept among planners that new road infrastructure can induce additional roadway demand by encouraging growth, new traffic patterns and other use types that can ultimately congest the newly expanded infrastructure. All this road will do is encourage "stupid growth" and undesirable traffic in the areas of Montgomery County through which it goes, and bring NO benefits to those areas. We have some experience with this phenomenon already with the opening of the first phase of the MD 28/198 "improvement" project from New Hampshire Avenue to MD 28 (Norbeck Rd). Since the extension has opened, the road experiences more traffic, moving at higher speeds and more accidents have occurred. Surely, those seeking to move east to west, and vice versa, view it as a great convenience. Unfortunately it has also induced more traffic operating at speeds too high for the design speed.

It may be that an east-west byway is needed north of the beltway. But the alternatives described in this project summary make little sense. For one thing, the eastern terminus is significantly closer to the DC

12/4/2003



Beltway than the origin, bringing the traffic from Germantown and Rockville almost right to the Beltway in Prince George's County. A more northerly alignment makes better sense following existing limited access roadways. A road linking MD 32 to I 370, for example, appears to impose a much less significant impact on natural and human environments and would reduce new impacts, as the eastern and western ends of such a project are already in place as limited access roadways.

Of the two alternatives considered by the project team, the northern MM198 alignment makes little sense compared to the master plan alignment. The northern alignment seems to introduce additional bends in the roadway that would provide no benefit, could reduce safety and appear to impact more discrete areas in eastern Montgomery County than the southern alignment. In addition, little new capacity appears to result, since the northern alignment would simply overlay improvements already under consideration and called for in the county's master plan. While I do not support either of the study alternatives, the northern MM198 alternative makes less sense than the other alternative considered by the project team.

I strongly urge you, the Secretary of Transportation and the Governor to reconsider this ill-conceived project. It imposes heavy impacts on the communities and ecosystems in eastern Montgomery County. Frankly, the citizens of Eastern Montgomery County do not want or need this road, which will only degrade our quality of life and our environment, fragment our communities and ecosystems, will not relieve traffic in the long run and is likely to induce more growth and traffic.

Thank you for your attention to my comments.

Sincerely,

/s/

Peter T. Lidiak  
15405 Tindlay Street  
Silver Spring, MD 20905

cc: Governor Robert L. Ehrlich, Jr.  
Robert Flanagan, Maryland Secretary of Transportation  
Senator Barbara Mikulski  
Senator Paul Sarbanes  
Representative Albert Wynn  
Senator Ida Ruben  
Senator Rona Kramer  
Delegate Herman Taylor  
Delegate Anne Kaiser  
Delegate Karen Montgomery  
Michael Subin, President, Montgomery County Council  
Marilyn Praisner, Montgomery County Council  
Douglas M. Duncan, Montgomery County Executive  
Wesley Mitchell, SHA Project Manager for the ICC  
Daniel Johnson, Federal Highway Administration, Maryland Division  
Derick Berlage, Chairman, Montgomery County Planning Board  
Judith Katz, U.S. EPA, Region 3

12/4/2003

---

**RECEIVED**  
DEC 12 2003

Derick Berlage, Chairman, Montgomery County Planning Board  
MNCPPC  
8787 Georgia Ave.  
Silver Spring, MD 20910

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

I am writing to express my shock and concern that the SHA is considering a route other than the Master Plan route for the ICC, which is known as the Northern route. An ICC on any Northern route would severely impact my neighborhood, Good Hope Estates. It would fragment the neighborhood, lay waste to any concept of local land use planning in Montgomery County, and would violate the Cloverly Master Plan, a document which many citizens and county planners and council members have worked on for over twenty years. The Master Plan guides Montgomery County citizens when they decide where to buy houses and attend schools and churches. Your plan to include Northern routes in the ICC study would undo all the local planning in our area.

On November 3, you stated that "the State should not interfere in the land use planning of a county" when referring to the possible buildout of Maryland Route 32 at a meeting of the Committee for Montgomery. Why don't you apply that principle to the plans for the ICC? I am asking you not to consider any Northern route.

The proposed Northern route alternative of the ICC would devastate houses in our area which is planned as a low density residential wedge. It would lay waste to the Paint Branch Special Protection Area which Montgomery County has spent over \$30 million to preserve. And if you pursue this course, you risk losing the faith and trust of Montgomery County citizens and taxpayers.

Studies by the SHA have not shown that an ICC would significantly relieve Beltway congestion and there are other alternatives which are well known to you, which would contribute to better east-west traffic flow. Yet SHA continues to pursue the ICC. If you must continue on this extremely expensive and destructive pathway, I urge you NOT to consider any Northern alternative to the Master Plan route.

Sincerely,



G Mark Cushman  
15508 Williston Road  
Silver Spring, MD 20905

FAX COVER SHEET

RECEIVED

DEC 19 2003



Historical Office  
Office of the Secretary of Defense

Suite 5000, Rosslyn Plaza North  
1777 N. Kent Street  
Arlington, VA 22209-2165

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

5 pages

TO: Reick Beringer, Chair, Planning Board

FAX NUMBER: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

MESSAGE: Reick Please distribute the attached to your  
colleagues - a useful summary submitted for the  
ICC record that underscores the problems relating  
to Corridor 2 and the conduct of federal agencies.  
All the best in the new year.

*Stuart*

FROM: Stuart L Rochester

DATE: 12/18/03

PHONE: 703-588-7876

PAGES: 5  
(including cover sheet)

FAX: 703-588-7572

E-MAIL: [stuart.rochester@osd.mil](mailto:stuart.rochester@osd.mil)

FAIRLAND MASTER PLAN CITIZENS ADVISORY COMMITTEE  
2901 Greencastle Road                      Burtonsville MD 20866

December 9, 2003

Mr. Daniel W. Johnson  
Environmental Program Manager  
Federal Highway Adm., MD Div.  
The Rotunda  
711 West 40th Street, Suite 220  
Baltimore MD 21211-2187

Mr. Neil Pedersen  
Administrator  
Maryland State Highway Administration  
707 North Calvert Street  
P.O. Box 717  
Baltimore MD 21203-0717

Dear Messrs. Johnson and Pedersen:

Though the Fairland Master Plan Committee has weighed in intermittently on the ICC at workshops and other public events over the past year and in the context of the MD 28-198 Improvement Project, we thought it important to submit for the record at this key juncture a more detailed summation of 1) the CAC's strenuous opposition to ICC non-master-planned alignments, 2) serious ongoing process concerns over the conduct and objectivity of federal reviewers, and 3) troubling substantive omissions, distortions, and inconsistencies in the previous ICC DEIS that citizens presume will be corrected this time around.

**1. Opposition to northern alignments (Corridor 2)**

We have argued in the past that northern ICC alternatives conceived by federal agencies early in the 1990s were so problematic that they never should have been considered "prudent and feasible" options. We find gratifying that today there is scarcely a single public official or umbrella civic organization that does not agree with us. The Montgomery County Council, Montgomery County Planning Board, the City of Laurel, the Patuxent River Commission, WSSC, the Fairland and Cloverly Master Plan Committees, BURT, the East County Citizens Advisory Board, the Montgomery County Chamber of Commerce, the chief ICC grass-roots advocacy group (ICC Master Plan Associates), and key legislators such as Senator Ida Ruben have for the most part expressed not just reservations but unequivocal opposition to Corridor 2. Even those groups opposed to an ICC on the master plan alignment, for example the Prince Georges County Council, are equally or even more hostile to the notion of a northern ICC. So far as one can tell, Corridor 2 literally does not have a single supporter among the key jurisdictional, civic, and user representatives.

The reasons for overwhelming rejection of Corridor 2 are well-documented and manifest. Corridor 2 in its various delineations weaves an arc of destruction through Spencerville, Burtonsville, and sensitive portions of the Patuxent watershed, slicing in and out of homes and neighborhoods as it plows north and south of MD 198, in some instances erasing entire residential streets (Upland Drive), in other instances transforming country lanes (Harding Lane east of New Hampshire Avenue becomes Harding Highway) and designated rustic roads (Santini) into spans of a regional highway. A

northern ICC alignment would trash 3 County master plans, violate 40 years of Montgomery County smart growth planning by running major highway infrastructure the length of the wedge, have devastating impacts on long-established communities and property owners, and pose its own severe environmental threat—placing at risk the safety and quality of the County's water supply in the event of a contaminating spill, as several miles of the Duckett Reservoir parallel portions of Corridor 2.

For all the harm and havoc it would cause Montgomery residents, the northern ICC route would be of more benefit to Howard County than Montgomery. Far north of the County's business and population centers, the northern alignment is closer to Skaggsville and Fulton than to FDA. It would actually worsen congestion on north-south roads, as workers from Silver Spring and White Oak would have to travel north, on US 29 almost to the County line, to get to the highway. We find supremely ironic, not to mention contradictory, your decision not to pursue a study of MD 32 as an east-west option for the reason that this alternative would "be inconsistent with Howard County land use plans" and affect "adjoining planned low-density development areas," including the Montgomery County wedge! That is EXACTLY why the Montgomery County Council and Planning Board (and Prince Georges County planners) have questioned the inclusion of Corridor 2 in the study!! As Ken Orski, a member of the previous governor's Transportation Solutions Group noted, the northern ICC alternatives would make a "mockery" of every land use policy and principle Montgomery County has invested in for the past half century. An ICC along Corridor 2 would fundamentally contravene not only Montgomery's (and Prince Georges') General Plan but also the State's own regulations limiting major highway infrastructure to priority funding areas. *A convenient outlet for Howard County, Corridor 2 would be a planning and environmental disaster for Montgomery.*

## **2. Process concerns relating to conduct and objectivity of federal reviewers**

*Another abiding irony of the ICC study process is that for all the cynicism on the part of environmentalists and other groups who believe SHA and FHA are "fixing" the process to achieve a preordained outcome, no one has steered or manipulated the process more toward a preferred outcome—to the point of outright collaboration—than the environmental agencies themselves.* In the previous ICC Draft Environmental Impact Statement, officials at the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, and other federal agencies not only decided prior to completion of the study what route they preferred but selectively included data and information (see 3. below) to reinforce the case for their preferred alternative. Not content to question the wisdom and legitimacy of locally approved master plans, some agency staff have sought actively to impose their own ideas and judgment, engaging in a disturbing pattern of managing the NEPA exercise to accommodate and further their own views. Nowhere was this abuse of process more transparent than during the early phases of the MD 28-198 Improvement Project, where these same individuals, in an almost surreal application of NEPA regulations, actually proposed by what all accounts were invasive alternatives to an environmentally sensitive master plan, attempted to dictate design speeds and performance characteristics having to do with an entirely different Purpose and Need, and essentially exploited opportunities afforded by NEPA to suit their own purposes.

Residents throughout the 28-198 corridor have been particularly concerned about the actions and conduct of staff in the Army Corps of Engineers Baltimore District whose repeated overstepping of their authority and purview and disregard for fundamental federal NEPA rules regarding non-advocacy and objectivity have seriously damaged public confidence in the integrity of the process. *Let me make clear that we believe state and federal officials overseeing the new review are committed to a fair, proper, and impartial study, but we share the concerns of many participants that such a result may be impossible if demonstrably biased staff are not either disqualified or held to stricter account.* I must say it was disconcerting to learn at the outset of the resumption of the ICC study--indeed before the study had even been formally restarted--that the lead reviewers for the Army COE Baltimore District office and U.S. Fish and Wildlife Service, rather than preparing for the scrupulous, independent analysis that NEPA presumably requires, were already coordinating and orchestrating plans in pursuit of a calculated, preconceived agenda.

### **3. Issues to be addressed and corrected in new DEIS**

Whether the flaws were the result of an inherent bias, a lack of rigor, or both, the previous ICC DEIS was riddled with errors and question marks, including noticeable gaps and inconsistencies in the federal agency analysis of the non-master plan alternatives. Federal reviewers were so diligent with respect to NEPA findings on the master plan alignment that they not only counted 4f impacts along a dedicated, reserved right of way, but they *double-counted* wetland impacts between Georgia Avenue and US 29, included reference to *planned* parkland as well as parkland already recorded and owned, and depicted a worst-case environmental scenario along the MPA even as they rationalized the ability to manage and mitigate a potentially more catastrophic threat to the Patuxent watershed introduced by the alternative alignments.

In addition to understating the environmental impacts on the Patuxent, the previous DEIS skewed and minimized community impacts along the alternative alignments by inaccurate mapping, ignoring access and isolation concerns of the Burtonsville business community, and failing to acknowledge the relevance of master plan commitments that Montgomery County citizens rely on as an article of faith when purchasing homes and making property decisions. Incredibly, the previous DEIS cited EPA concern over homeowner and community impacts on the master plan alignment, where the road was planned, but discounted impacts on residents and neighborhoods on the alternative alignments where no roadway, much less a major regional highway, was ever intended! An honest review would note not just the numbers of displacements along Corridor 2 but whole neighborhoods that would be dramatically transformed, indeed in some instances physically divided, by the alternative proposals, with profound, wholly unexpected noise, visual, and property value consequences.

The federal agency analysis also conveniently omitted designated *planned* parkland along the MM 198 and Northern routes corresponding to that cited on the MPA; neglected to identify even recorded parkland along MD 198; failed to accord due respect to Special Protection Area resources affected by the northern alignments which have high significance in their own right; mischaracterized the intended function of MD 28-198 in the County and State transportation plan; and applied a separate mitigation/avoidance

standard to the Norbeck Connector design in order to accommodate a favored ICC option.

Until and unless these serious and troubling process issues are addressed and remedied, the credibility of the federal review will continue to be suspect. Most worrisome are early indications, in response to Purpose and Need and other matters, that the complicit agencies are intent on rerunning the same drill, including possibly even resubmitting the same documentation. We trust that the updated study will not only correct past mistakes and irregularities but also take into account changed circumstances since 1997, so that the record will show effects on recent development south of MD 198 as well as planned development (notably the golf course community master-planned for Gunpowder Road and MD 198) and related facilities.

In conclusion, as we have stated many times before, NEPA belongs to and serves the public, not those who would wield it as a device to execute personal or agency agendas or impose the will of a determined bureaucracy. Especially in a project as controversial as the ICC, citizens have a right to expect, and to demand, a level of scrutiny and propriety that includes strict adherence to elemental rules regarding reviewer prejudice and advocacy. We trust you have the same interest we do in maintaining the integrity of the process, and we hope to work closely with you in the coming months to insure that end. For economy sake we have not enclosed a set of attachments, a bill of particulars if you will, that elaborate on the lapses and missteps in the previous study, but suffice to say there is ample documentation should you want us to provide additional supporting material.

Sincerely,



Stuart Rochester  
Chair, Fairland Master Plan CAC

cc. Senator Paul Sarbanes  
Senator Barbara Mikulski  
Congressman Albert Wynn  
Congressman Christopher Van Hollen  
Senator Ida Ruben  
Senator Rona Kramer  
Secretary Robert Flanagan, Maryland Department of Transportation  
President Steven Silverman, MCC  
Chairman Derick Berlage, Montgomery County Planning Board

# INTERCOUNTY CONNECTOR

# ICC

## INTERCOUNTY CONNECTOR PROJECT PLANNING STUDY

### Alternatives Public Workshop

PLEASE CHECK THE BOX FOR TODAY'S MEETING:

Thursday, November 13, 2003

Saturday, November 15, 2003

Wednesday, November 19, 2003

PLEASE PRINT  
NAME JOHN HALL DATE 11/16/03  
ADDRESS 16808 OAK HILL RD  
CITY SILVER SPRING STATE MD ZIP 20905

**I/We wish to comment or inquire about the following aspects of this project:**

Before I purchased my house in 1997 I went to park + planning  
and was assured there would be no ICC. Three months later I was  
shocked to find out that northern alternatives were being considered  
and one of the routes would require tearing down my house. I put off  
major renovation work until I was assured the northern routes were  
no longer being considered. I have now spent 200,000 on my home only  
to find out there is now a corridor 2 route that will again impact  
my home. I think it is really sad that residents of spencerville  
cannot plan their lives according to the area's master plan. I thought  
that is what master planning was for. I am against corridor 2 since  
it impacts so many people like me who were blindsided by  
this new option. I am also against the corridor 1 option due to the  
environmental impacts. I am all for smart growth and improving  
existing roads. I have an elderly neighbor who was born and raised in  
the home site still lives in. That is something that no amount of money can  
replace if her home is destroyed for a highway. If you believe that it is ok to  
disrupt the lives of a few people for the greater good of the masses, you should

- Please add my/our name(s) to the Mailing List. Hands, you would not get away  
 Please delete my/our name(s) from the Mailing List. For with me either!



# INTERCOUNTY CONNECTOR

# ICC

## INTERCOUNTY CONNECTOR PROJECT PLANNING STUDY

### Alternatives Public Workshop

PLEASE CHECK THE BOX FOR TODAY'S MEETING:

Thursday, November 13, 2003

Saturday, November 15, 2003

Wednesday, November 19, 2003

PLEASE PRINT  
NAME Deborah Meszaros DATE 11-18-03  
ADDRESS 16808 Oak Hill Road  
CITY Silver Spring STATE MD ZIP 20905

I/We wish to comment or inquire about the following aspects of this project:

I am opposed to Corridor I because of  
environmental issues- it goes right thru beautiful  
forests and streams.

I am opposed to Corridor II also because  
of environmental issues and it will break up  
long standing neighborhoods and will displace  
people from their homes that they have  
lived in sometimes for more than one  
generation.

RECEIVED

DEC 23 2003

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

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.