

ATTACHMENT # 9

TITLE: 1 December 2003 County Council President letter to
Administrator, SHA regarding Alternatives Retained for Detailed
Study (ARDS). Pages circle 1 to circle 3.



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

December 1, 2003

Neil J. Pedersen, Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Pedersen:

The County Council has reviewed the progress to date of the Intercountry Connector Study, and we offer the following thirteen comments on the Alternatives Retained for Detailed Study and on other subjects to be comprehensively evaluated and documented in the upcoming Draft Environmental Impact Statement (DEIS). We believe all these matters can be addressed within the time-frame and budget you have set for the development of the DEIS.

1. We acknowledge that the process called for under National Environmental Policy Act requires SHA to study more than one alternative. Nevertheless, the Council's strong preference is for Corridor 1, the only alternative that is consistent with our master plan.
2. In laying out the ICC and calculating its impacts, SHA should assume it will take extraordinary measures to protect the environment, including the use of innovative construction techniques such as end-on construction.
3. Eliminate the other alternatives listed in the public workshop brochure. Capital Beltway options are being studied already as part of the Capital Beltway Corridor Study. The prior 'Upgrade Existing Roads Alternative' includes many road widenings that would violate County master plans. A transit-only option would generate little ridership and provide little congestion relief in this part of the county, where low-to-moderate densities predominate. Building out to a 'balanced land use' pattern was endorsed by the Council because it would reduce the future increase in congestion somewhat, but it is not a substitute for transportation infrastructure improvements. Any connection to Howard County would be inconsistent with its—and our—master plans.
4. Along with the other alternatives to be studied, evaluate Corridors 1 and 2 as a parkway that would prohibit heavy trucks (i.e., those greater than two axles) between I-370 and the first interchange in Prince George's County. We defer to Prince George's County as to whether this alternative should be evaluated for the ICC segment east of this point.

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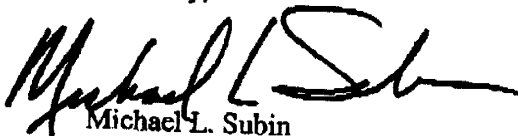
5. Evaluate the master-planned Midcounty Highway Extended (M-83) connection from Shady Grove Road to the ICC as an alternative to the non-master-planned interchange between the ICC and Shady Grove Road that was displayed in the brochure and at the workshops.
6. Develop an interchange concept at Layhill Road for both Corridor 1 (consistent with the master plan) and Corridor 2, and assume it as part of the project unless proven that it is not needed to relieve congestion on east-west roads in the vicinity, including (but not limited to) Norbeck Road, Bonifant Road, and Bel Pre Road.
7. Continue to study the option of *not* adding an interchange between Corridor 1 and Briggs Chaney Road, since no such interchange is master-planned. If some connection at Briggs Chaney Road is absolutely necessary, a partial interchange should be considered as well as a full-movement interchange.
8. Since, under Corridor 2, Norbeck Road Extended would be lost to the local road network in Cloverly, examine how that function and capacity will be replaced.
9. Rectify the interchange concept of Corridor 2 with US 29 so it will not produce circuitous travel patterns in the Burtonsville area.
10. Include the master-planned hiker-biker trail in the ICC right-of-way as part of both Corridors 1 and 2.
11. The scope and cost of Corridors 1 and 2 must include project replacement parkland in quantity and quality equal to or greater than what it would take for the build option, as called for in the 1989 Memorandum of Understanding between SHA and the Maryland-National Capital Park and Planning Commission
12. Examine the Virginia Department of Transportation's cost-overrun experience with its I-95/I-495 Interchange ('Mixing Bowl') project, so that the same experience is not repeated with the ICC.
13. Proceed expeditiously with the project planning study evaluating the master-planned 4-lane widening of MD 28 and MD 198 from Georgia Avenue to US 29, and do not allow the ICC to supercede it or to impede its progress to design and construction.

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We want to extend our appreciation to you, your staff, and your consultant team for responding to the many questions and concerns raised by our residents and County staffers who have followed the ICC Study during the past several months. We particularly want to acknowledge the contributions of Doug Simmons and Wesley Mitchell, who briefed the Council's Transportation and Environment Committee on the study on November 13.

If you have any clarification about our comments, please contact us.

Sincerely,


 Michael L. Subin
 Council President

MLS:gn

Copies: The Honorable Robert L. Ehrlich, Governor, State of Maryland
 The Honorable Paul Sarbanes, United States Senate
 The Honorable Barbara Mikulski, United States Senate
 The Honorable Christopher Van Hollen, U.S. House of Representatives
 The Honorable Albert Wynn, U.S. House of Representatives
 The Honorable Ida Ruben, Chair, Montgomery County Senate Delegation
 The Honorable Charles Barkley, Chair, Montgomery County House Delegation
 The Honorable Paul G. Pinsky, Chair, Prince George's County Senate Delegation
 The Honorable Carolyn J. B. Howard, Chair, Prince George's County House Delegation
 The Honorable Douglas Duncan, Montgomery County Executive
 The Honorable Jack Johnson, Prince George's County Executive
 The Honorable Peter A. Shapiro, Chair, Prince George's County Council
 Robert L. Flanagan, Secretary, Maryland Department of Transportation
 Derick Berlage, Chair, Montgomery County Planning Board