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JUN 21 2004

Wesley Mitchell  
Project Manager  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

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

Dear Mr. Mitchell,

June 16, 2004

I am writing to you regarding the proposed Northern alignment (Corridor 2) of the InterCounty Connector (ICC). I am a resident of Good Hope Estates, which is just south of Route 198 and East of Route 650. I am strongly opposed to the possible decision by the State Highway Administration (SHA), along with Federal Agencies (Corps of Engineers, Federal Highway Administration), to force a six-lane highway into our residential neighborhoods, disrupting our community and destroying the local environment.

The SHA keeps insisting that the Corridor 2 route was picked by Federal and State agencies to study simply as a requirement of the NEPA process. However, it seems to me and my neighbors that it was picked because these agencies assumed that our communities of smaller population and less wealth would sit idly by as a major highway was paved through our backyards; that we of the Northeast corner of Montgomery County would watch passively, either too dumb to recognize what you're doing or too numb to take action, as your agencies roll thousands of cars and trucks into our neighborhood each day.

I want you to know that that is not going to happen. I am requesting specific and detailed information from you in relation to the proposed Corridor 2. I have heard from your representatives about the exhaustive studies being undertaken, so I am confident this information exists. Please provide complete documentation on the following:

- The costs to mitigate the community and socio-economic impacts of Corridor 2. Specifically a copy of the Community Impact Assessment (CIA) and a copy of the Socioeconomic Impact Technical Report. Also, I would like a copy of the 2003 MD 32 study in Howard County.
- The financial impact of the visual, noise, light, and potential for hazardous fallout from a partially elevated highway on the property value of every home within a mile of the corridor;
- The economic impact wrought by the daily disruption to our local transportation system.

In particular, please document how the replacement cost of the recently constructed Norbeck Connector is calculated. A roadway paid for by our tax dollars to benefit our transportation needs is being taken away from us. If we want to use the Norbeck Connector after the Corridor 2 is built we will have access only at Route 650, where we will be required to pay a toll. This is certainly no transportation improvement for this area.

The environmental issues in Corridor 2 are also profound. North of Route 198 is the Patuxent watershed, which drains directly to our drinking water reservoir and to the south of Route 198 is the Paint Branch watershed and the sensitive brown trout. All of these issues need to be fully documented and made available to the residents of this area before a decision is made as to where, if anywhere, the ICC may be constructed.

I await the documents I have requested.

Thank you for your consideration.

Sincerely,

*Maura & Dan McMullen*

Maura and Dan McMullen

1309 Wembrough Ct/

Silver Spring, MD 20905

**Cc: Congressman Albert Wynn**

**Steve Silverman, President, Montgomery County Council**

**Senator Rona Kramer**

**Delegate Karen Montgomery**

**Delegate Anne Kaiser**

**Delegate Herman Taylor**

**Dan Hardy, MNCPPC**

**Daniel Johnson Federal Highway Administration, Maryland Division**

**Neil Pedersen, Maryland State Highway Administrator**

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

**Robert Flanagan, Transportation Secretary**

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

July 2, 2004

RECEIVED  
1014  
JUL 06 2004

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

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

Dear Mr. Berlage:

The information below was included in our June 28 letter to Maryland Department of Transportation's Secretary, Robert Flanagan and to their State Highway Administration's Administrator, Neil J. Pedersen. We are calling it to your attention so that you are aware of the devastating impact of the proposed ICC Northern Alignment on our community. We are requesting that, given this information, you will provide active support to ensure that the proposed Northern Alternative is eliminated.

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The attached map is a section of one displayed during the SHA's meeting of June 19. We have added additional hi-lighting to show the combined impact of the ongoing US-29 Re-alignment **and** the proposed ICC Northern Alignment alternative. The result clearly devastates many Burtonsville communities. We are currently in our second year of living with major disruptions from the US-29 Re-alignment. While we regret the considerable inconvenience and loss of ever shrinking woodland, the US-29 work was in public plans before the vast majority of us built or purchased our homes. We knew it was coming. The Montgomery County Master Plan did define a specific ICC route for many years. This information was publicly available when people were deciding where to live and make the largest investment of their lives.

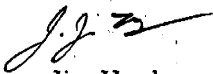
This is not the case with ICC Northern Alignment proposal that blatantly betrays public trust in the Master Planning process and further erodes government credibility. The Northern Alignment proposes inserting six-lanes and elaborate clover leafs between our end of Burtonsville at Dustin Road and its center at MD-198 and US-29. This completely changes the character of our area which is zoned Rural Cluster, obviates any community benefits from the US-29 realignment, and recreates the sort of massive interchanges recently discarded for the realigned Route 29 on the basis that they were too damaging to the character of the area. Small businesses, already negatively impacted by traffic improvements to Route 198 and by Route 29 realignment, will face further blows to survival, and preliminary existing plans to significantly revitalize and upgrade one older shopping center will be discouraged. Marginalized commercial property leads to less desirable businesses within a community.

The proposed alternative creates enormous new paving along with air and noise pollution. It is in an area right on the edge of the Patuxent River and Howard Duckett Reservoir watershed and passes directly over streams feeding that watershed. The watershed is already under stress from over population of deer, which is being exacerbated by loss of woodland to current highway improvements. A Northern Alignment would intensify these watershed stress problems. Our homes and neighborhoods, built or purchased with faith in the county Master Plan, will be made less healthy and appreciably less livable. Many homes will be lost and most will substantially depreciate in value. The proposed interchange footprint comes up to homes accessed off of Dustin Road. Additionally, anyone who coming East and going to Baltimore or BWI Airport will realize it'll be shorter to head North on US-29, go East on MD-32 and then North on I-95. This would make US-29 a major truck route through our community magnifying air and noise pollution, especially while on the on-off ramps.

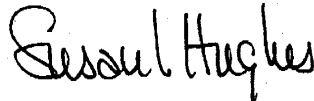
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The information presented at the June 19 exhibits did not satisfactorily address any of these issues. Again, we are requesting your active support to ensure that the proposed Northern Alternative is eliminated.

Sincerely,



Jim Hughes



Susan Hughes

Map attachment

**IMPACT OF US-29 RE-ALIGNMENT AND  
PROPOSED ICC NORTHERN ALIGNMENT  
BETWEEN MD-198 AND DUSTIN ROAD**

