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June 6, 1997

Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, MD 21211

Attention: Ms. Renee Sigel

Reference: Request for Public Record of DEIS

Dear Ms. Sigel:

I want to go on record opposing all of the InterCounty Connector Alternatives because none of them will relieve more than 20% of projected traffic congestion while destroying, degrading and disrupting hundreds of acres of parkland, wetland and floodplain causing extensive deterioration in the Chesapeake Bay's watershed.

From the engineering point of view, no one can precisely forecast the amount of time it takes to construct a major facility like this, with lot of unforeseen conditions that have not yet been discovered. Next, in terms of the budgeting, the cost to these unforeseen condition can be enormous, eventually all the contingency will run out, and what's left over will be part of the unfinished highway hanging over residential areas. Now, let's put our attention to the actual construction phase of the ICC, during that years and years of construction period, all the wide lives as well as the residences around the construction areas will be severely affected due to all kinds of pollution. Just two days ago, I have hit two dears to death in the middle of I-270 because of the close by construction that had forced some of these animals out to the middle of the highway. So please think about the impacts that can be done to all these wide animals and the residences during the construction period of the ICC.

Moreover, DEIS does not provide enough information to convince me that the expenditure of over \$1 billion will be cost-effective - especially since most of the intersections studied will get worse, regardless of which alternative is constructed. In addition, the ICC will become a source of ever more congestion, air pollution, and suburban sprawl and over-development, lowering the standard of living of thousands of Maryland residents.

I also believe that the DEIS is highly biased and dose not represent a balanced analysis of important data, for example, no information is given with respect to north-south traffic.

I agree with the position taken by MICC - the DEIS is inadequate and should be rejected.

Sincerely,



Humberto Ho, E.I.T.

cc: Gov. Glendening
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