

**Concurrence Form**

**Midcounty Corridor Study  
Montgomery County, Maryland  
Purpose and Need Statement**

**January 3, 2007**

**Responsible Organization:** Montgomery County Department of Public Works and Transportation

**Project Manager:** Jeri Cauthorn, PE, Project Manager  
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**Supporting Document:** Purpose and Need  
Midcounty Corridor Study  
January 2007

**Coordination Meetings:** June 1, 2005  
April 6, 2006  
October 18, 2006

**Definition of Concurrence:** Written determination by the agency that the project information to date is considered adequate and the agency agrees the project development process can be advanced to the next stage. Agencies agree not to revisit the previous process steps unless project conditions change.

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The Montgomery County Department of Public Works and Transportation (DPWT), in cooperation with the US Army Corps of Engineers (USACE), is evaluating improvements between the communities of Washington Grove and Clarksburg, east of I-270, in Montgomery County, Maryland.

DPWT, USACE, local, state and federal resource agencies are working collaboratively to follow the Maryland Streamlined Environmental and Regulatory Process for Transportation Projects. As part of that process, written concurrence is needed to advance this project. Your signature on this form will fulfill that requirement. By signing this document, agencies have indicated concurrence with the Midcounty Corridor Study Purpose and Need.

The purposes for transportation improvements in the Midcounty Corridor Study area are:

- To relieve projected congestion on roadway facilities between Clarksburg and Gaithersburg, east of I-270;
- to provide a north-south corridor which improves the safety and efficiency of short and moderate length trips in the study area;
- to improve vehicular, pedestrian and bicycle access to residential, commercial and employment destinations in Clarksburg and in the eastern areas of Gaithersburg and Germantown; and
- to develop all improvements in an environmentally sensitive manner using measures to avoid, minimize, and mitigate impacts.

The needs for this project are based on the following:

- *Reduce Existing and Future Congestion.* Several intersections along MD 355 and other major roadways in the study area were approaching unacceptable levels of service or were failing in the peak hours in 2005. Almost every signalized intersection will worsen over the existing condition, and in many cases, will deteriorate to LOS F by 2030. North-south travel times along the existing arterials will also significantly increase over the planning horizon.
- *Improve vehicular safety.* The accident history of MD 355 exceeds the statewide average for similar roadways. Most of the accidents are clustered around the numerous intersections on MD 355.
- *Enhance the efficiency of the roadway network and improve the connections between economic centers.* Currently, localized north-south travel is provided by MD 355, which has little to no access control. In fact, between MD 124 and MD 27 there are almost 100 access points along MD 355 over a distance of 4.3 miles. Improved network efficiency and connections between economic and residential centers in the study area are necessary to facilitate the movement of goods and people in the region.
- *Accommodate planned land use and future growth.* This region of the county is among the fastest growing for both employment and housing, with a sizable portion of the county's remaining residential growth planned within the study area.
- *Provide bicycle and pedestrian connections.* The region lacks adequate north-south, off-street bike paths necessary to provide continuity and connections between existing and future bike facilities in the region.
- *Enhance homeland security.* Improved north-south access would enhance emergency response and evacuation by providing an efficient alternative to the existing congested north-south routes. Furthermore, less congestion on the existing routes would improve emergency response along these roadways.
- *Improve the Quality of Life.* Reducing commute times and offering a safer alternative to the already congested local roads and arterials for vehicles, bicycles, and pedestrians would enhance the overall quality of life of potential users.

Having discussed the identified needs, the agency representative by his/her signature to the document signifies concurrence with the Midcounty Corridor Study Purpose and Need. Concurrence with the Purpose and Need establishes the foundation for moving forward with the project. Only after fully evaluating alternatives and assessing their social, economic, and environmental impacts, as well as receiving public input, can a decision be made concerning whether or not an acceptable solution exists to satisfy the purpose and need for a transportation improvement.

Concur as Presented  Concur with Comments \_\_\_\_\_ Do Not Concur \_\_\_\_\_

Comments/Reason for Non-Concurrence:

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Additional Information Needed:

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Signature:

Quinn Felt

Agency:

US ARMY CORPS OF ENGINEERS - BALTIMORE DISTRICT

Date:

1/8/07

Please return this form to Jeri Cauthorn, PE (Project Manager) no later than January 17, 2007.