



November 24, 2004

**MEMORANDUM**

TO: Catherine Conlon, Acting Supervisor  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

FROM: Cherian Eapen, Planner/Coordinator *CE*  
Transportation Planning  
301-495-4525

SUBJECT: Preliminary Plan No. 1-04055  
Proposed Washington Christian Academy  
Washington Christian Society ("Applicant")  
Gandel Property  
Batchellors Forest Road east of Georgia Avenue  
Olney Policy Area

This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) review of the subject preliminary plan for a new 1,140-student private educational institution with 100 faculty/staff members to be located on the Gandel Property along Batchellors Forest Road, to the east of Georgia Avenue (MD 97) in Olney. This represents an increase of 755 students and 55 faculty/staff over the current enrollment/staffing level at the existing school. The proposed school will have students attending grades K through 12, and would be open on weekdays between 7:00 a.m. and 6:30 p.m. In addition, as part of the preliminary plan, Washington Christian Academy (WCA) is proposing 12 on-site townhouses on the property for live-in faculty/staff. The property is currently zoned RE-2.

APF review of the subject application required the preliminary plan to satisfy Local Area Transportation Review (LATR) and Policy Area Transportation Review (PATR) components of the APF test since the development was estimated to generate more than 50 total weekday peak hour trips during the morning and evening peak periods. The Applicant is proposing to satisfy the above requirements with a Traffic Mitigation Agreement (TMA) with the Montgomery County Planning Board (MCPB) to sponsor, develop, implement, and operate a monitored trip mitigation program.

## RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the transportation-related requirements to approve this preliminary plan application:

1. The Applicant shall not record any plats related to this application per the request of Maryland State Highway Administration (SHA) in its letter dated November 19, 2004, regarding the Intercounty Connector (ICC) (see Attachment 1), and shown on Attachment 2 ("Master Plan Option") and Attachment 3 ("Norbeck Options"), until the earlier of (a) September 1, 2005; or (b) a final Record of Decision is issued by the Federal Highway Administration (FHWA), provided that Record of Decision does not include the Norbeck Options, or any portions thereof, within the final ICC alignment.
2. If FHWA issues a final Record of Decision that includes either of the Norbeck Options, the applicant shall submit a revised preliminary plan that appropriately reconfigures all development within the property to area not affected by the selected Norbeck Option.
3. If FHWA issues a final Record of Decision that includes the Master Plan Option, the applicant shall dedicate and show on final record plat, consistent with the 1980 Approved and Adopted Olney Master Plan (and the May 2004 Olney Master Plan Planning Board Draft) necessary right-of-way along the ICC as shown on Attachment 2 (a minimum of 150 feet from the roadway centerline).
4. Any future contract of sale between the Applicant and any prospective buyer of the property must (a) advise the buyer in writing of the location of the Master Plan Option and the Norbeck Options; and (b) advise the buyer that they can contact the SHA for current information on these ICC alignments. This notification requirement is binding on the Applicant's heirs/successors and/or assigns, and shall be required as long as the Applicant is precluded from making an application for building permits under Condition No. 1, above.
5. The Applicant shall satisfy the LATR and PATR components of the APF test by entering into a TMA with the MCPB to sponsor, develop, implement, and operate a monitored trip mitigation program prior to the release of any building permits for the school. The agreement shall continue to be in effect as long as WCA occupies the property.
6. Limit development on the property to a private educational institution with grades K through 12 for up to 1,140 students, 100 faculty/staff and 12 live-in faculty/staff housing units such that trips related to the proposed school (with the TMA referenced in Condition #5) do not exceed 189 total peak-hour vehicle trips during the weekday morning peak-period and 91 total peak-hour vehicle trips during the weekday evening peak-period.
7. Extend existing southbound Muncaster Mill Road to eastbound Norbeck Road left-turn lane by 100 feet with adequate transition, through coordination with SHA.

8. Provide within the Olney Policy Area the following to reduce LATR impact from the proposed school (per Section IV-B of the LATR Guidelines) by 60 peak hour vehicle trips:
  - a. One thousand three hundred feet of sidewalk,
  - b. One thousand three hundred feet of bike path (in addition to the facility described in Condition #12),
  - c. Two bus shelters, including a concrete pad, and
  - d. Two real-time transit information signs.

Coordinate with Montgomery County Department of Public Works and Transportation (DPWT), the Department of Permitting Services (DPS) and the Transit Services Division for guidance on the implementation of above representative trip reduction measures.

9. Manage all school-related vehicle queues including any parking related to student drop-offs and pick-ups within the school property to prevent spillover to Batchellors Forest Road or other adjacent local streets/driveways.
10. Dedicate, and show on final record plat, consistent with the 1980 Approved and Adopted Olney Master Plan (and the May 2004 Olney Master Plan Planning Board Draft) adequate right-of-way along Batchellors Forest Road to provide 35 feet of right-of-way from the roadway centerline, and locate any proposed on-site improvements outside of the master plan right-of-way.
11. Coordinate with DPWT per letter dated November 12, 2004, on improvements to Batchellors Forest Road between Georgia Avenue and school access driveway.
12. Coordinate with DPWT per letter dated November 12, 2004 on design requirements and adequate sight distance for the proposed school access driveway to Batchellors Forest Road. The driveway should be designed to permit the largest vehicle anticipated at the school, including a school bus, to safely enter/exit the site from/to Batchellors Forest Road.
13. Construct the Gandel Property Connector (B-14) as a Shared Use Path (Class I bikeway) between the ICC Shared Use Path (SP-40) and Batchellors Forest Road, within the subject property, with lead-in connections between the path and the school buildings, as appropriate.
14. Coordinate with DPWT and DPS on satisfying relevant on-site County requirements, including parking and traffic circulation.

## DISCUSSION

### Site Location, Vehicular Access, Pedestrian and Transit Amenities

Washington Christian Academy, currently located at 1820 Franwell Drive in Wheaton, is planning to relocate to a new location called Gandel Property to the east of Georgia Avenue (MD 97) and to the south of Batchellors Forest Road in Olney. The property is to the east of Norbeck

Memorial Park Cemetery and to the north of the master-planned alignment for the proposed ICC. The Trotters Glen Golf Course and the William H. Farquhar Middle School are located to the east/northeast of the property along Batchellors Forest Road. The Olney Manor Recreational Park is located immediately to the north of the proposed school.

Vehicular access to and from the property is proposed via a driveway off Batchellors Forest Road within the northwest corner of the property. DPWT has required channelization at this driveway to restrict movements at the driveway to “right-turns in/left-turns out” only, to orient school-related traffic towards Georgia Avenue. Parking within the school property is provided to the rear as well as along the west side of the property. The bus queuing plan for the school propose buses to queue/stack entirely within the school property.

Batchellors Forest Road, along the northern property boundary, is a two-lane roadway that extends between Georgia Avenue to the southwest and Olney-Sandy Spring Road (MD 108) to the northeast. School related traffic is proposed to be oriented to the west towards Georgia Avenue, where a median on Georgia Avenue limit movements on Batchellors Forest Road to right-turns in/right-turns out and to southbound left-turns in from Georgia Avenue. Traffic leaving the school and bound for southbound Georgia Avenue will have to make a U-turn at the signalized Georgia Avenue/Emory Lane/Olney Manor Recreational Park driveway intersection to proceed south. An alternate route for school-related traffic to travel south would be to cut-thru the Olney Manor Recreational Park and make a left-turn at the above signalized intersection, which is not encouraged. Georgia Avenue, in the vicinity of the school, is a north-south multi-lane divided major highway, and has three southbound lanes and two northbound lanes at Batchellors Forest Road. The roadway (Georgia Avenue) also has a sidewalk along its east side and a Class I bikeway along its west side at this location.

Currently, Metrobus routes Y8, Y9, and Ride-On bus routes 52 and 53 provide service along Georgia Avenue, and have a bus stop near Batchellors Forest Road. Ride-On bus routes 52 and 53 also serve local communities in the area. The area has a Park and Ride Lot within the northeastern quadrant of Georgia Avenue and Norbeck Road. Georgia Avenue is proposed to have a future express two-lane, bi-directional, bus-only roadway within its median that will connect Olney and Aspen Hill communities to the north with Glenmont Metro Station to the south.

#### Master Plan Roadways and Bikeway/Pedestrian/Trail Facilities

The Approved and Adopted 1980 Olney Master Plan and the 1994 Aspen Hill Master Plan includes the following nearby master-planned roadway, bikeway, pedestrian and trail facilities:

1. Intercountry Connector (ICC), a east-west Freeway (F-9) within the Olney and Aspen Hill Master Plan areas with a minimum right-of-way width of 300 feet, and interchange with Georgia Avenue. The master planned alignment of the ICC is along the southern WCA property line (see additional discussion below). A Shared Use Path (SP-40) is recommended for ICC in the May 2004 Olney Master Plan Planning Board Draft.

2. Georgia Avenue, a north-south four to six-lane divided Major Highway (M-8) with a minimum right-of-way width of 120-150 feet (between Norbeck Road to the south and Howard County line to the north). In the May 2004 Olney Master Plan Planning Board Draft, the roadway is recommended as a six-lane divided highway with a minimum right-of-way width of 150 feet between Norbeck Road and Emory Lane, and as a four-lane divided highway with a minimum right-of-way width of 120 feet between Emory Lane and Spartan Road. A Class I bikeway (Shared Use Path, SP-29) is recommended in the master plan along the west side of Georgia Avenue between Norbeck Road and MD 108, sections of which currently exist. Interchanges are recommended for Georgia Avenue with ICC and with Norbeck Road.
3. Norbeck Road, an east-west four-lane divided Major Highway (M-18) within the Olney and Aspen Hill Master Plan areas with a minimum right-of-way width of 150 feet. The Aspen Hill Master Plan identifies Norbeck Road as a "green corridor" with access restriction where feasible, and recommends the roadway to have a Class II bikeway to the east of Georgia Avenue and a Class III bikeway to the west of Georgia Avenue. However, a dual bikeway (DB 12) is recommended for Norbeck Road in the May 2004 Olney Master Plan Planning Board Draft. Current SHA corridor improvement planning study incorporates a dual bikeway concept for Norbeck Road within the Olney/Aspen Hill Master Plan area.
4. Muncaster Mill Road (MD 115), a two-lane Arterial (A-93) between North Branch to the northwest and Norbeck Road to the southeast, with a minimum right-of-way width of 80 feet in the May 2004 Olney Master Plan Planning Board Draft. Additionally, Class II bike lanes (BL-35) are recommended for Muncaster Mill Road between Norbeck Road and the master plan boundary.
5. Old Baltimore Road, a two-lane Primary (P-2) with a minimum right-of-way width of 70 feet between MD 108 to the north and Georgia Avenue to the south. The May 2004 Olney Master Plan Planning Board Draft identifies adding a third approach lane on Old Baltimore Road at its intersection with Georgia Avenue as an improvement to be considered in the future.
6. Emory Lane, a two-lane Arterial (A-277) with a minimum right-of-way width of 80 feet between Muncaster Mill Road to the south and Georgia Avenue to the northeast. The May 2004 Olney Master Plan Planning Board Draft recommends a Shared Use Path (SP-32; Class I bikeway) for Emory Lane, which currently exists, except for a short section between Muncaster Mill Road and Holly Ridge Road.
7. Batchellors Forest Road, the northern section of which leads to MD 108 is identified as a Primary (P-16) in the 1980 Olney Master Plan. In the May 2004 Olney Master Plan Planning Board Draft, Batchellors Forest Road is recommended as a two-lane Rustic Road (R-60) with a minimum right-of-way width of 70 feet between Georgia Avenue and MD 108 in its entirety, with a Class III (Shared Road) bikeway between the Emory Church Road (B-12; Shared Road)/Emory Church Lane Connector (B-13; Shared Use Path) to the south and Dr. Bird Road to the north. The Planning Board Draft also recommends removal of the rustic road designation for the roadway (for a distance of approximately 1,700 feet from Georgia

Avenue) if an institutional use is to be located on the subject Gandel Property (i.e., between Georgia Avenue and a driveway to the property). The County Council's Planning, Housing, and Economic Development Committee supports changing the western limits of rustic road designation to a point, 1,200 feet east of Georgia Avenue (at the Olney Manor Recreational Park driveway) in the event that an institutional use is not located on the Gandel Property.

8. Gandel Property Connector (B-14), a Shared Use Path (a Class I bikeway) between the ICC Shared Use Path (SP 40) and Batchellors Forest Road, within the subject property. The above connection is included in the preliminary plan.

#### Proposed Intercounty Connector

As part of its preparation of the Draft Environmental Impact Statement (DEIS) for the proposed ICC, SHA is currently developing detailed engineering mapping for the roadway, which is proposed as a limited-access east-west highway intended to link areas between I-270 and I-95/US 1, through central/eastern Montgomery and western Prince George's Counties, including an interchange with Georgia Avenue to the southwest of the property.

The ICC planning process has concurrence on two alternative alignments, selected through the Alternatives Retained for Detailed Study or ARDS, called Corridor 1 and Corridor 2. Corridor 1 is the southern alignment that generally follows the ICC alignment incorporated in the area master plans, and Corridor 2 is the alignment that diverts to the north, east of Georgia Avenue. It is noted that the ICC Corridor 2 alignment is not represented in any area master plans.

Of the above two alternative roadway alignments, based on current information available in the ICC DEIS and as shown on Attachment 2, the Corridor 1 alignment has minimal right-of-way and grading impacts on the property. However, the Corridor 2 alignment options (the southern Norbeck Option A and the northern Norbeck Option B) would physically impact the subject development as shown on Attachment 3, with the Norbeck Option A impacting the southeastern corner of the property, and the Norbeck Option B splitting the property into two.

The ICC study process is continuing following guidelines mandated by Federal agencies that require evaluation of more than one "build" alternative. The Norbeck Options along ICC Corridor 2 are among those alternatives retained within the ARDS and included in the DEIS. Planning Board, when it previously deliberated on the issue of reservation of property along the non-master planned ICC Corridor 2 alignment (during the public hearing for an unrelated subdivision plan), elected to require that applicant sends to SHA written notification as to its intent to file for building permits 90 days in advance. SHA has expressed concerns about this approach to staff, and instead, is requesting reservation of the subject property. Transportation Planning staff is of the opinion that by preventing the applicant from filing record plats until September 1, 2005 (or until a final Record of Decision is issued, if issued before September 1, 2005), development within the Norbeck Options can be effectively limited (clearing and grading, however, can occur). Transportation Planning staff believes that this limitation, therefore, fully protects the ICC alignments pending the DEIS review process and the ensuing final Record of Decision.

### Other On-going Area Transportation Projects

The SHA's Consolidated Transportation Program (CTP) include the following nearby projects:

1. The MD 97/MD 28 interchange project to construct a grade-separated interchange at the intersection, which relocates Norbeck Road under Georgia Avenue. The semi-final review for this project between east of Georgia Avenue and west of Muncaster Mill Road is anticipated during August 2005.
2. The MD 28/MD 198 Corridor Improvement planning study to provide four travel lanes and pedestrian/bicycle accommodation between Georgia Avenue and I-95 in Prince George's County is ongoing. SHA anticipates releasing the DEIS for the project in Spring 2005. The study is funded for project planning only.
3. The MD 115 geometric improvement project between Norbeck Road and Muncaster Road is approximately 7% complete and is estimated for completion by August 2005. Additional drainage improvements near Norbeck Road, which is in design, are funded for construction.
4. Georgia Avenue Busway Study for a future express two-lane, bi-directional, bus-only roadway within its median that will connect Olney and Aspen Hill communities to the north with Glenmont Metro Station to the south.

### Local Area Transportation Review

- Site Generated Traffic

Peak-hour trips estimated for the proposed school during the weekday morning peak-period (6:30 a.m. to 9:30 a.m.) and the evening peak-period (4:00 p.m. to 7:00 p.m.) are summarized in Table 1. Trip generation estimates presented in Table 1 assume 100 percent of the students arriving and departing the school by bus. The school buses were assumed to be stored on-site and not contribute to the peak hour trip generation while departing in the morning. All of the faculty/staff were also conservatively assumed to arrive within the peak hour as single-occupant vehicles even though the school is providing 12 dwelling units on the property for faculty/staff to live in. Slightly more than half the students were assumed to depart the school prior to the evening peak period.

As shown in Table 1, the applicant has proposed installation/implementation of certain non-automobile transportation amenities within the Olney Policy Area (through coordination with DPWT and DPS) to reduce impact of up to 60 equivalent weekday peak hour vehicle trips within the policy area, ultimately capping the weekday morning and evening peak hour trips within the respective peak periods at 189 and 91 "total" trips. This will ultimately provide the school some flexibility with its peak-hour trip generation and will permit some students to drive to the school instead of taking the school bus.

Though staff finds the overall trip generation estimate shown in Table 1 to be feasible, it is recognized that adhering to the overall trip management plan and trip limit goal for the school (including 100 percent student busing) may not be realistic. Staff therefore recommends that a peak-hour vehicle trip cap for the property be documented in the TMA as a practical approach to achieve the required LATR trip limit goals.

**TABLE 1  
SITE TRIP GENERATION  
PROPOSED WASHINGTON CHRISTIAN ACADEMY**

School Activity	Peak-Hour Total Trips	
	Morning	Evening
1,140 AM Student Arrivals (by Bus)	29	0
100 AM Faculty/Staff Arrivals	100	0
258 PM Student Departures (by Bus)	0	11
20 PM Faculty/Staff Departures	0	20
<b>Total Weekday Site Peak Hour Trips</b>	<b>129</b>	<b>31</b>
Trip Credit for LATR trip reduction measures	60	60
<b>Total Weekday Site Peak Hour Trips</b>	<b>189</b>	<b>91</b>

Source: Washington Christian Academy Traffic Study. ITS, Inc. January 2004; Revised October 2004.

- Congestion Levels at Nearby Intersections

The subject preliminary plan was reviewed under the FY 2004 AGP, under which a traffic study is required for those developments that generate **50** or more total peak hour trips during the weekday morning and evening peak periods. Based on the above finding, the consultant for the applicant submitted a traffic study (dated January 2004; Revised October 2004) that assessed congestion levels at study intersections, and the need for any improvements at these intersections.

A summary of the Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and evening peak hours during the respective peak periods based on the analysis presented in the traffic study is provided in Table 2.

As shown in Table 2, the weekday morning and evening peak-hour capacity analysis presented in the traffic study indicated that under Total traffic conditions, CLV values at the study intersections were either below the FY 2004 Olney and Aspen Hill congestion standards, at or below the Background traffic conditions CLV or with an applicant identified/funded roadway improvement (extension of existing southbound Muncaster Mill Road to eastbound Norbeck Road left-turn lane by 100 feet) did not increase the respective CLV under Background traffic conditions by more than four CLV (as provided for by the AGP, that permitted a four CLV impact at other study intersections where policy area congestion standard is exceeded under Background traffic conditions).



**TABLE 2**  
**SUMMARY OF CRITICAL LANE VOLUME (CLV) CALCULATIONS**  
**PROPOSED WASHINGTON CHRISTIAN ACADEMY**

Intersection	Traffic Conditions							
	Existing		Background		Total		Total w/Applicant Funded Imps	
	AM	PM	AM	PM	AM	PM	AM	PM
1. Georgia Avenue/Old Baltimore Road	1,759	1,238	1,791	1,317	1,787	1,317	--	--
2. Georgia Avenue/Emory Lane	1,741	1,568	1,782	1,594	1,783	1,593	--	--
3. Georgia Avenue/Batchellors Forest Road	1,354	1,361	1,376	1,394	1,369	1,389	--	--
4. Georgia Avenue/Norbeck Road	2,098	1,910	2,145	2,051	2,132	2,055	--	--
5. Georgia Avenue/Rossmoor Boulevard	1,279	1,221	1,319	1,315	1,309	1,314	--	--
6. Norbeck Road/Muncaster Mill Road	1,625	1,588	1,675	1,673	1,670	1,672	1,613	1,603

Source: Washington Christian Academy Traffic Study. ITS, Inc. January 2004; Revised October 2004.  
 Congestion Standard for Olney Policy Area: 1,525 (Int. 1 – 3); Aspen Hill Policy Area: 1,550 (Int. 4-6, as higher congestion standard apply).

Note: CLV values under Total traffic conditions reflect trip assignment credits associated with the closing of existing school in Wheaton.

Traffic Mitigation Agreement Review

As part of the subject preliminary plan for the school, the applicant is proposing to enter into a TMA with the Planning Board to sponsor, develop, implement, and operate a monitored trip mitigation program prior to the release of any building permits for the school. The TMA proposes to limit peak-hour trips to and from the school during the morning and evening peak-periods. Staff is currently reviewing a draft of the TMA, and recommends that the agreement should be in effect as long as WCA occupies the property.

Policy Area Transportation Review/Transportation Staging Ceiling Test

The proposed use for the property, as a preliminary plan filed prior to July 1, 2004, under the FY 2004 AGP, was estimated to generate more than five weekday peak hour trips during the morning and evening peak periods, and therefore, was required to satisfy the PATR test for the adequacy of transportation staging ceiling.

The property is located within the Olney Policy Area, which had net remaining staging ceiling capacity of 1,914 jobs and two housing units as of June 30, 2004. With an estimate of approximately 100 faculty/staff for the WCA, the proposed use satisfies the jobs element of the PATR/staging ceiling test. (It is noted that typically, 50 jobs are assigned to elementary schools, 70 to middle schools, and 110 to high schools for staging ceiling calculations.) However, the policy area has a net negative staging ceiling capacity for housing since there are several housing development approvals that are already in the "development queue" ahead of the proposed WCA Preliminary Plan with approved housing density far exceeding the currently available capacity. Regardless of the above, staff is of the opinion that the proposed on-site faculty/staff housing component of the development would specifically reduce peak hour vehicle trips to and from the site, and any vehicle trips generated by the housing (i.e., by another resident family member not employed by the school) are incorporated into the peak hour vehicle trip cap established for the site by the TMA. Staff therefore finds that the application satisfies the intent of PATR for housing units as well.

CE:gw

Attachments

cc: Dan Hardy  
Chuck Kines  
Maureen Decker  
Khalid Afzal  
Michele Rosenfeld  
Mary Goodman  
Greg Leck  
Howard Benn  
Jeff Riese  
Greg Cooke  
Wes Mitchell  
C. Craig Hedberg

WCA Staff Memo.doc



Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

REVISED LETTER

(replaces April 1, 2004 letter - see paragraph #4)

November 19, 2004

Re: Montgomery County  
Intercounty Connector  
Washington Christian Society Property

Ms. Cathy Conlon  
Development Review Subdivision Division  
Maryland-National Capital Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Dear Ms. Conlon:

This office has reviewed the Preliminary Subdivision Plan for the Washington Christian Society property dated December 2003. The 59.99 acres Washington Christian Society property is located east of MD 97 and south of Batchellors Forest Road. The Preliminary Plan shows the development of a private school.

The Northern Alternative and Norbeck Option One, as shown in the 1997 Intercounty Connector (ICC) Draft Environmental Impact Statement (DEIS), required 27.3 acres of the property and land-locks an additional 7.5 acres. These alignments would "take" the proposed: football/track field, bleachers, softball field, baseball field, four tennis courts, an athletics building, three storm water management facilities, and portions of the forest retention area.

The Norbeck Option Two, as shown in the 1997 DEIS, required 4.0 acres of the property. This alignment would impact a proposed storm water management facility and a portion of the forest retention area. Although the current ICC Study Team has not determined detailed property impacts, it is expected that Corridor Two would have similar impacts to this property as is reflected in the 1997 Study.

My telephone number/toll-free number is 1-866-462-0020  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Cathy Conlon  
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To protect the alignment, which is being studied as part of the current National Environmental Policy Act (NEPA) process for the ICC project, we request that your agency require reservation of this property.

Thank you for the opportunity to comment on this project. We appreciate your agency's consideration of the above action.

Very truly yours,

Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

By:



Wesley Mitchell  
Project Manager  
Project Planning Division

cc: Mr. Greg Cooke, Engineering Access Permits Division, SHA  
Mr. Tom Hinchliffe, Office of Real Estate, SHA  
Mr. Chris Larson, Director, Office of Real Estate, SHA  
Mr. Doug Mills, Chief, District Three, Right-of-Way Office, SHA  
Mr. Wesley Mitchell, Project Planning Division, SHA  
Mr. Raja Veeramachaneni, Director, Office of Planning and Preliminary Engineering,  
SHA