

Road and street names in addition to Route numbers will be shown on plans and correspondence. If feasible, the name will be shown within the roadway limits. Otherwise, the name should appear in close proximity to the road or street. The names and/or route numbers are required on every plan sheet once per sheet. This procedure will be of assistance to field personnel and particularly to area citizens who can more easily identify existing roads and streets by names than numbers.

Should a question arise concerning the correct road name, the survey party will check with the current Traffic Engineering road name listing (available in each District and Residency Office) to obtain the correct name.

### **Surveys Near Airports**

When the proposed location is within three (3) miles of an airport, the Central Office Aerial Coordinator will be notified and helps with securing the necessary information listed below. The survey party should secure the following data so that the glide angle can be determined:

- 1) If the runway is perpendicular or skewed, the distance from the end of the runway to the survey centerline measured on line with the centerline of the runway (may be obtained from suitable map if clearances are not critical). When the runway generally parallels the survey centerline, locate the closest end of the runway and establish a bearing for the runway.
- 2) The pavement elevation at the end of the runway shall be secured.
- 3) Width of the landing area and runway number if available.
- 4) The airport property boundary shall be tied.
- 5) Class and type of service, such as private, secondary feeder, trunk line, express, continental, inter-continental, or Department of Defense Air Base shall be noted in the file.
- 6) During the late 1980's all public access airports were surveyed. It may be beneficial to acquire these surveys from the Virginia Department of Aviation.
- 7) The following information may be needed for a survey to be completed adjacent to airport property. This information is usually available on the plans. One is the Airport Approach Slope. This design element shows contours in and around the airport. It also assists designers in verifying that their road design does not hinder takeoffs or landings. The other is the Runway Protection Zone. This is the area surrounding the airport in which no modifications to the ground structures are allowed.

### **Sec. 4.08 Property Data and Right-of-Way**

**Existing fee right-of-way, property line data and prescriptive easements will be shown on all roadway and bridge plans.** ◊

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◊ March 3, 2014