

446/Layman

National Aeronautics and
Space Administration
Langley Research Center
Hampton, VA 23681-0001



446

June 19, 1996

Reply to Attn of:

TO: Distribution

FROM: 446/Head, Facilities Program Development Office

SUBJECT: LaRC Main Gate and Armistead Avenue Improvements

REF: Letter from City of Hampton to Virginia Department of Transportation (VDOT) on the same subject dated June 5, 1996

Enclosed is a facsimile copy of the referenced letter that was received June 14. Most of the items listed do not directly bear on LaRC, however, several clarifications that follow are of interest to LaRC and are numbered to correspond to items in the reference letter.

1. Item 2: Any increase in total pavement due to bike lanes will be to the side opposite Langley Research Center and will not reduce the anticipated land gain for the Center.
2. Item 5: Relative to LaRC's Main Gate, the present configuration of the intersection occupies a considerable area of city-owned right-of-way. Only the parcel northwest of the proposed gate throat, that is contiguous with LaRC's anticipated linear land gain, is of interest to LaRC. The larger right-of-way parcel southwest of the throat, unless privately purchased by the adjacent commercial landowner, will remain city property and is subject to referenced landscaping by VDOT. This latter area would be appropriate for new Center identification signage. The Facility Master Planner will generate an appropriate design for review and secure the user permit that would be necessary.
3. Item 9: There is currently a hazard caused by northbound Wythe Creek Road traffic turning left into the 7-11 store parking lot so close to the intersection and merging traffic. The referenced storage lane is proposed to minimize this hazard. At this time, no additional right-of-way is being sought from LaRC for this refinement.
4. Item 10: At the Armistead Avenue-Wythe Creek Road intersection, the portion of the abandoned gate entrance in the adjusted right-of-way will be removed along with the fence "pocket." Relocated fencing, without a gate, will be installed at LaRC's new property line, dead-ending the old entrance road at no cost to LaRC.
5. Item 19: The provision of sidewalks on both sides of the project roadway does not apply to the portion abutting LaRC property. Primarily for safety, LaRC has requested that pedestrians be accommodated on the opposite side of Armistead Avenue. The City of Hampton and VDOT agree.
6. Item 20: The privately-owned liquid nitrogen pipe bridge must be modified or replaced to produce a longer span. The present southwest bridge leg conflicts with the new roadway. The City of Hampton/VDOT position is:
 - a. Owner (Praxair, Inc.) accomplish design;
 - b. Owner also accomplish construction, but competitive bid process not required;

- c. Owner to coordinate with the City of Hampton/VDOT and execute necessary legal documentation;
- d. Owner to coordinate with LaRC on supply switchover or any other downtime; and
- e. Owner to be reimbursed by VDOT as a project cost.

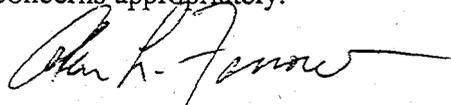
The construction transaction is between the City of Hampton/VDOT and Praxair, Inc. LaRC is a customer only, unless new tie-in on LaRC side becomes a direct cost to LaRC in which case reimbursement is in order. Mr. Tom Popernack of FSED (ext. 46922) is the LaRC point of contact (POC) for Praxair schedule, supply, and connection matters.

7. Item 21: The proposed additional project pavement will increase the volume/rate of surface water runoff. Any resultant increase in stormwater directed into the LaRC drainage system that exceeds the system capacity will be controlled in one of two or both ways at no cost to LaRC.
- a. Retention ponding within the project limits and/or
 - b. Improvement of the downstream system, in which case, LaRC on-site piping and/or ditches would be affected.

The Facility Master Planner established the above clarifications on June 14, 1996, with Mr. Eric Martin, Engineering Manager, Hampton Department of Public Works.

There has been no change in pre-construction milestones. The two year timeframe beginning March 1996, allows 6 months for environmental actions, 6 months for civil engineering design, and 12 months for property acquisition.

Mr. John Lee (ext. 43342) is the POC for environmental issues, and Mr. John Mouring (ext. 46861) is the POC for all other issues other than Praxair. Please address comments and/or concerns appropriately.



Alan L. Farrow

Enclosure

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cc:
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