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Public airs concerns on Stringfellow

By: Layla Wilder 06/13/2007

or mailing them to Bud Siegel, VDOT Northern Virginia District Office, 14685

Avion Parkway, Chantilly, Va., 20151. Visit www.virginiadot.org for more information about the project.

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There were lots of questions and promises of answers at a June 12 public meeting about widening Stringfellow Road to four lanes.

The Virginia Department of Transportation plans to widen Stringfellow Road between Route 50 and Fair Lakes Boulevard, adding a raised median, sidewalks, trails and gutters to the road.

The project would "increase safety along the road and reduce congestion," Bud Siegal, a VDOT engineer, said at the meeting held June 12 at Chantilly High School that was attended by about 70 people.

Stringfellow also connects Interstate 66 and Route 29, and is lined with several Fairfax County parks, Chantilly High School, Rocky Run Middle School and residential neighborhoods. Colonial Gas Co. has a pipeline on the west side of the road.

VDOT representatives counted an average of 26,000 trips a day between Route 50 and Fair Lakes Boulevard in 2005, according to a pamphlet handed out at the meeting.

Some people, like Chairman of the Fairfax County Park Authority Board Hal Strickland,

Strickland lives in the Greenrbair community near Stringfellow, and said at the public meeting he understands the neæt for transportation improvements because he commuted on the road for more than 30 years.

"We can't keep expecting mass transit to make everything better," said Jesse Emerson, a supporter of the project who lived near Stringfellow Road

Many of the questions and comments voiced at the meeting were from people concerned about the project's impact on their property

Siegal, who moderated the meeting, told people to address their comments to VDOT's engineering team in written form. Peggy Oshinski, who lives on the corner of Stringfellow and Poplar Tree Roads, asked how VDOT proposes to have peoplecross the road safely.

"You have failed to notice that we are a community on both sides of the road," she said. "What are your plans?"

People also voiced concern that the median would hinder access to property along the road, that the road will be toowide, and that it won't have a bike path that is well-marked.

VDOT engineers designed the road's middle lanes to be 12 feet wide and the outside lanes to be 14 feet wide to accommodate bicyclists and pedestrians, according to Zamir Mirza, project engineer. The median is proposed to be 16 feet wide, and there will be a path on one side and a sidewalk on the other.

Engineers designing the footprint tried to balance requests from people received at a public meeting in May 2006, andavoid utilities on both sides of the road, Siegal said.

The \$36 million project, which is still in design stages, is currently part of VDOT's six-year transportation plan and part of the Fairfax County Board of Supervisors' four-year transportation plan

Voters approved a 2004 transportation bond that includes funding for a right-of-way acquisition and design. Funding for the rest of the project will be on the County Transportation Bond referendum in November.

After the public comment period for the project closes on July 3, a VDOT engineer will approve the design of the project.

Siegal said VDOT hopes to start preparing the site for construction as early as this summer

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