

A48 – RT 645/ STRINGFELLOW ROAD



OVERVIEW

Location: From Fair Lakes Boulevard to Route 50 in Fairfax County

Client: Virginia Department of Transportation

Period of Performance: March 2013 – May 2015

Contract Value: \$23.5 M

FMCC Job No.: 9753

Project Description

This project widened Stringfellow Road from two to four lanes, separated by a 16-foot concrete median, between Fair Lakes Boulevard and Route 50. The project also included a five- to six-foot-wide sidewalk on the west side of Stringfellow Road and a 10-foot wide path on the east side; wide curb lanes to accommodate bicyclists; drainage improvements; landscaping; adding a left-turn lane northbound to Route 50; and modifying the southbound approach to Route 50 to improve traffic flow. Other design features were a custom engineered precast concrete CONSPAN arch structure spanning 50' at Rocky Run and improvements to two Fairfax County parks within the project limits.

Project Significance

Stringfellow Road carries about 23,000 vehicles per day, and is expected to increase to 33,000 in 2034. This section of Stringfellow Road connects two major roads, Route 50 and Route 29, which were severely congested in both directions during peak periods. This project increases capacity on this section of road needed due to extensive growth in the corridor and resulting increases in traffic.

Project challenges included coordination with two large Fairfax County schools during working hours to deliver the project on time and on budget. Besides coordination with the schools, a church, and a daycare within the corridor during construction the other most significant challenge was existing sub surface utilities. There were several high volume petroleum lines requiring extensive oversight during excavation and close coordination to make field changes for any conflicts discovered during construction. In addition to the petroleum lines, there were communication, power, and natural gas lines requiring extension planning and on-site adjustments during the drainage phase of the project.

Fort Myer worked closely with VDOT to develop a traffic control plan that reduced the project from four (4) to two (2) construction phases. This revised plan, along with other recovery efforts, allowed the project to be opened to four full lanes 6 months ahead of schedule.

Client References

Mr. Oscar Jamilla, Senior Construction Manager, VDOT NOVA District
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Key Personnel

Ricky Fernandes – VP, Bridge Division
Austin Anderson and Su Wai – Project Manager