

# ROAD PLAN: <sup>JM</sup> 1/19/84

## Move or Compromise?

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Two occupied pre-Civil War structures may be sacrificed for a wider road in western Dale City.

Struggling for a solution that will satisfy property owners on both sides of Minnieville Road at Davis Ford Road, the Prince William Board of County Supervisors have deferred action until Feb. 7.

State highway makers like to keep the widening equipment on one side of the road or the other adding 26 feet either way to turn Minnieville Road into a divided four lane highway from Smoketown Road through and immediately beyond its intersection with Davis Ford Road.

On the one side, too close to the road, is the Russell Store and the Russell House, which is occupied by the descendants, the Leepsons. The new road would take the store and leave the house without a front yard, an unacceptable solution.

On revision, the Virginia Department of Highways & Transportation offered to take the full 26 feet from the other side of the road and lop off footage from an .8 acre tract bought two years ago by the Rollison brothers, Jack and Stanley, to build a tire store.

Understandably, the Rollisons are protective of their .8 of an acre.

The Bethel United Methodist Church also would be adversely affected and it brought its attorney to discuss the issue with the supervisors in open session.

According to church officials, it would lose its prospects of expansion should the 26 feet come off its side of the road.

Attorney Terry Emerson, representing the Leepsons, said he was unaware of the church's concerns and requested a deferment for 30 days to see if something could be worked out.

Coles Supervisor Richard Pfitzner scrutinized the original highway widening plans (all from the Leepson side) and the proposed (all from the other side affecting the Rollisons and the church) and determined that he could do a better job "with a magic marker."

Pfitzner proposed that the intersection which affected the Leepsons could be made into a "gentler curve" and, once beyond the intersection, the rest would be easy.

Uncomfortable with revising state highway plans, which the state pays to implement, Supervisors Chairman Kathleen Seefeldt asked VDH&T Resident Engineer David Ogle how long it would take the state to do another review and revision.

"Could you do it in 30 days? 60 days? 90 days?" Seefeldt asked. Rollison determined that 90 days was too long as he was at the end of a rezoning request that would permit his store to be built.

Subsequently, immediately after the supervisors agreed to defer action on the highway alignment issue until Feb. 7, the board unanimously approved Rollison's rezoning request.