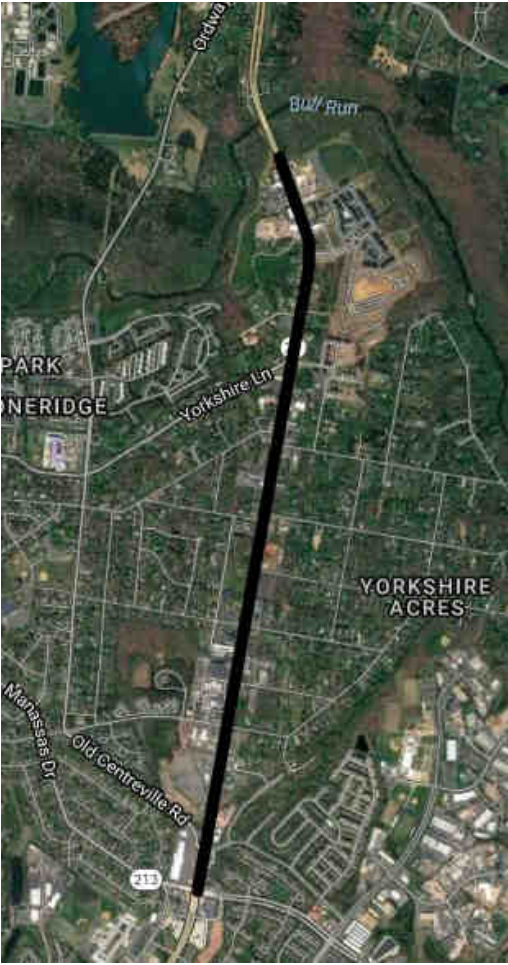
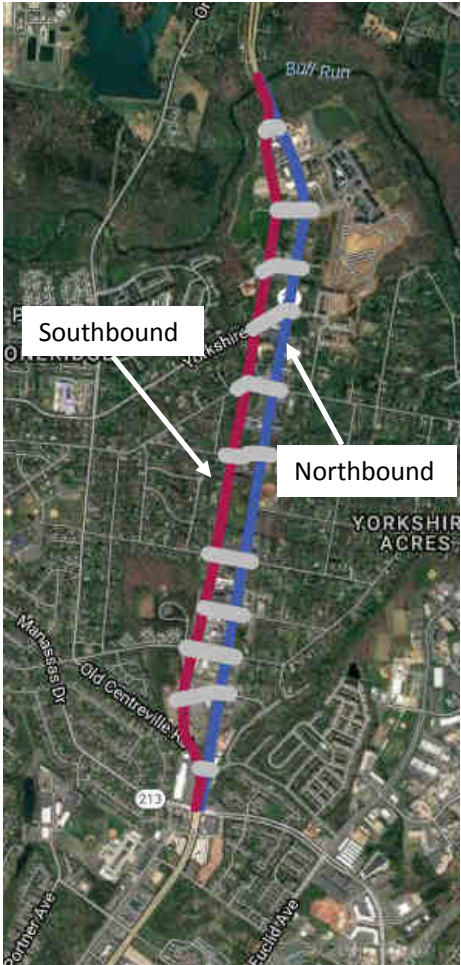


# Rethinking Route 28 | Yorkshire, VA



**Existing**  
Four Lane Highway  
with Center Turn Lane

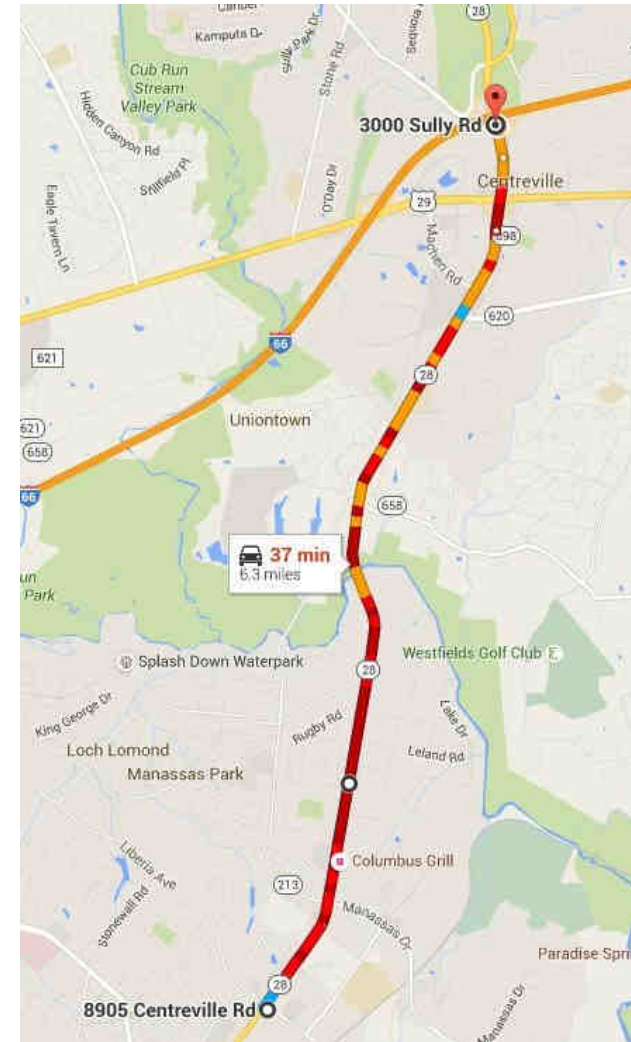


**Recommended**  
Two General Purpose Lanes, Bus Lane, Bike Lane  
and Sidewalks in Each Direction in 65' ROW

# Rethinking Route 28 | Yorkshire, VA

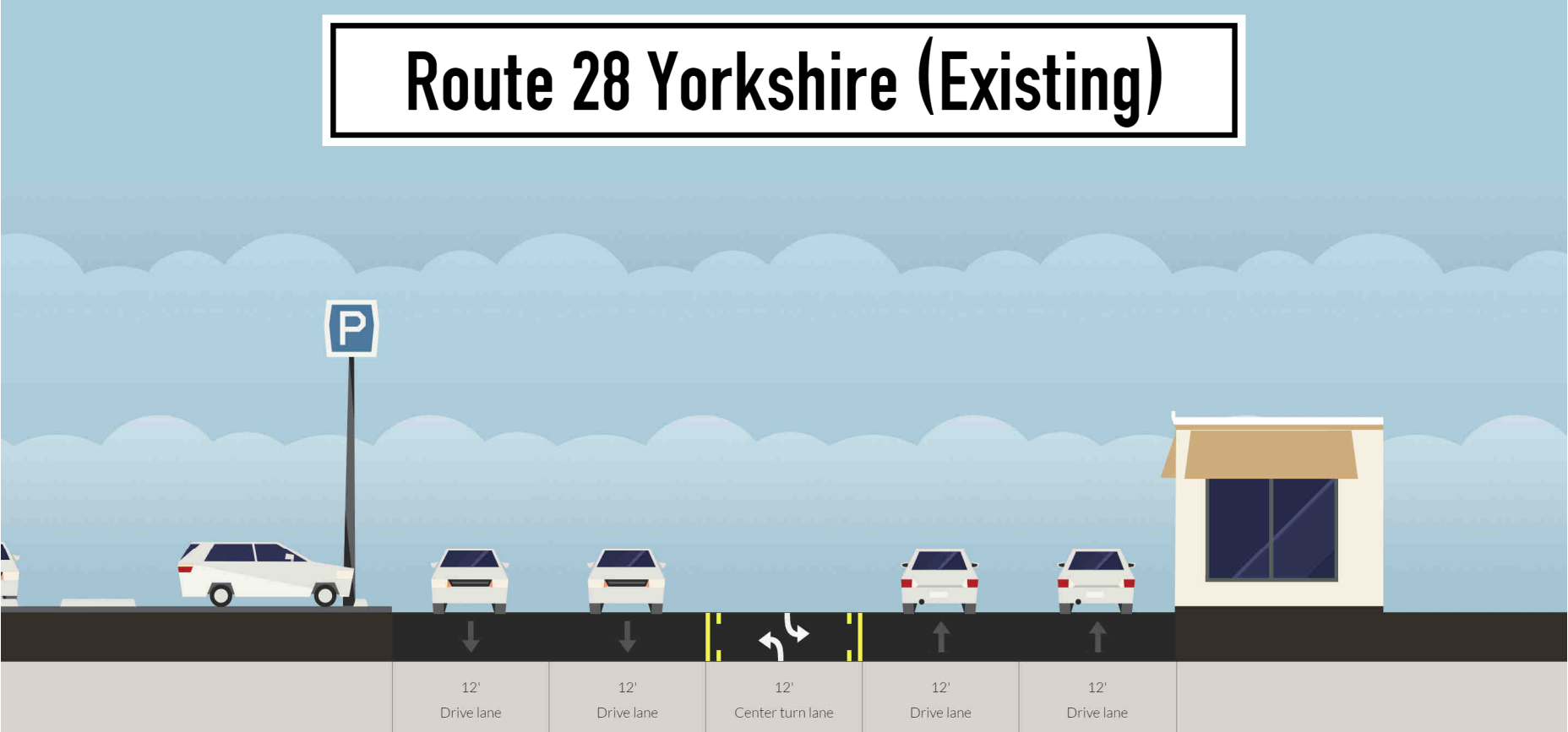
## Purpose and Need

- The Route 28 corridor experiences severe traffic congestion due to lack of transportation options
- Prince William County has identified Yorkshire as a Revitalization Area
  - “The revitalization areas are focused on three areas within the County identified for redevelopment. Woodbridge, Triangle, and **Yorkshire** are older commercial corridors that are not utilized to their full potential in their current zoning district or their long-range land use classification.” (Source: PWC Build Out Analysis)
- 1260 new apartment units (Orchard Bridge) are being constructed at the north end of Yorkshire



# Rethinking Route 28 | Yorkshire, VA

## Route 28 Yorkshire (Existing)

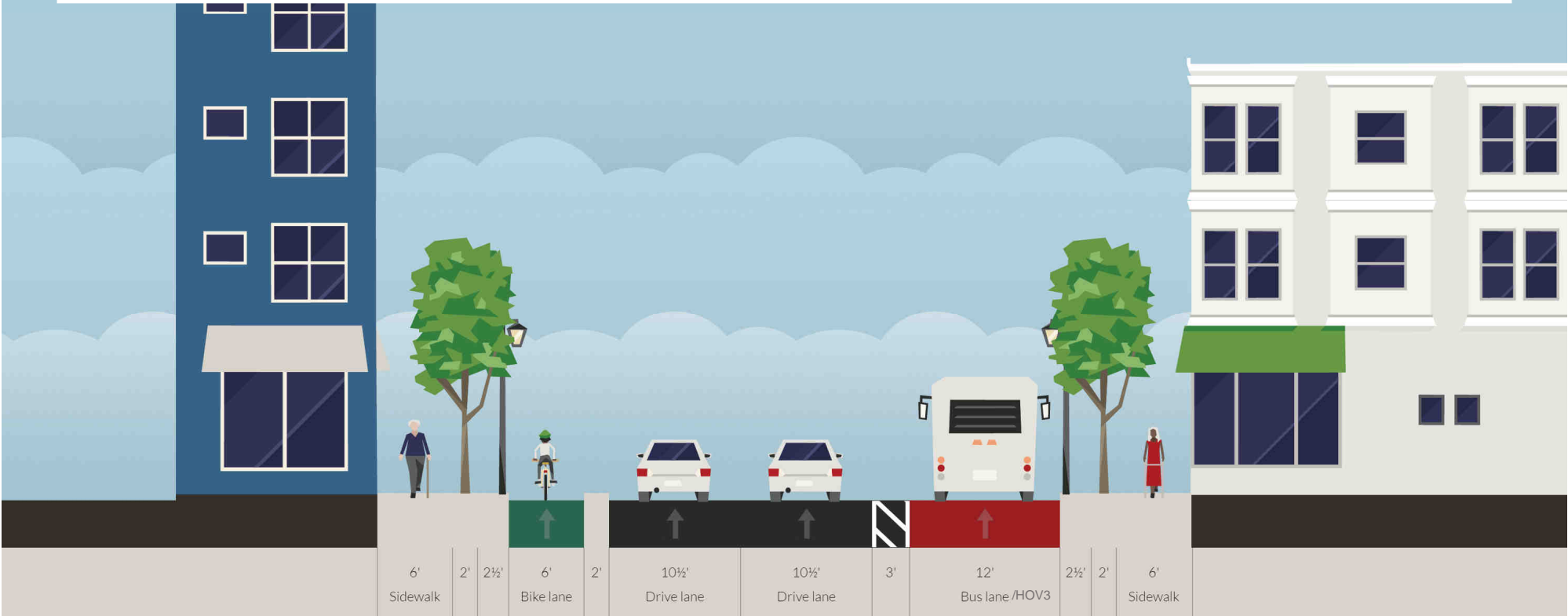


Created using StreetMix

Existing Conditions: 4 Lane Highway with Center Turn Lane

# Rethinking Route 28 | Yorkshire, VA

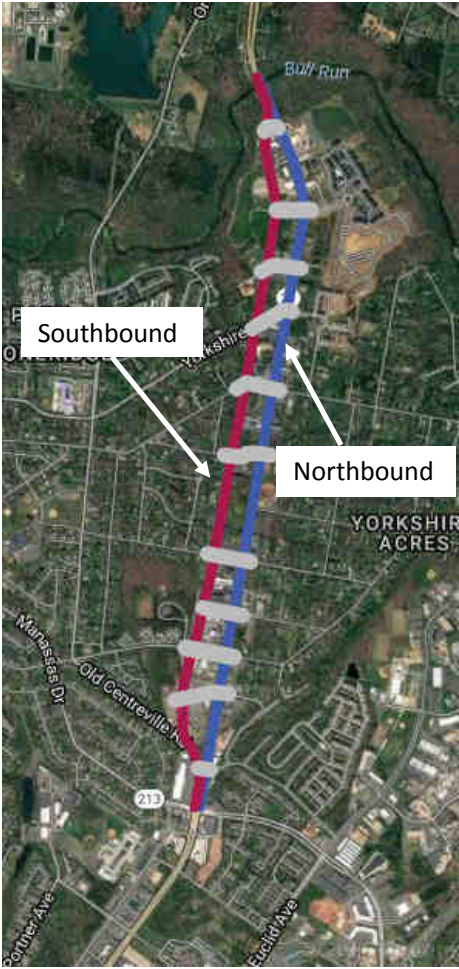
## Route 28 - Yorkshire - Northbound and Southbound



Created using StreetMix

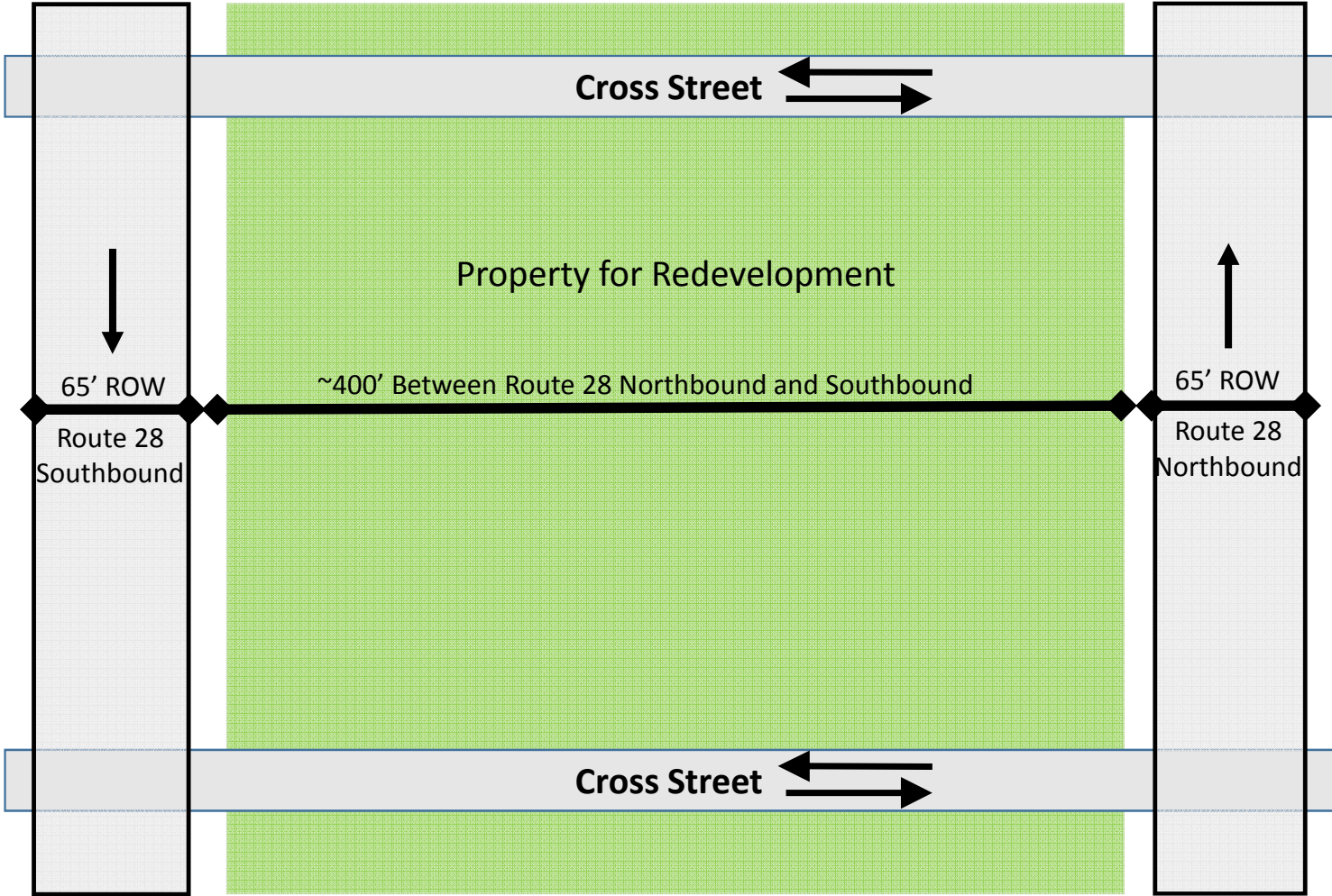
Recommended: Two General Purpose Lanes, Bus Lane, Bike Lane and Sidewalks in Each Direction in 65' ROW

# Rethinking Route 28 | Yorkshire, VA



Recommended

Two General Purpose Lanes, Bus Lane, Bike Lane and Sidewalks in Each Direction in 65' ROW



# Rethinking Route 28 | Yorkshire, VA

## Benefits:

- Provides More Transportation Options →
- Additional Road Frontage for Property Owners
  - Increased property value
- Sidewalks! - Increased Walkability
- Dedicated Bus Lane/HOV3 with Reliable Travel Time
- Dedicated Bike Lane
- Two General Purpose Lanes (10.5' (vs 12') width to reduce speed | 35mph)
- New Northbound Route 28 uses existing Route 28 ROW
- Construction of New Southbound Route 28 can occur with limited impact to existing Route 28 traffic operations
- Improved Traffic Management due to reduced traffic movements
- 3' Buffer for large vehicles (Fire trucks, Construction Trucks, etc.)
- Frequent Bus Service between Manassas Park VRE station and Vienna Metro Station (via I-66 HOT lanes)
  - Cross Jurisdictional Route Funded by I-66 HOT Lanes Transit Subsidy
- Lays the foundation for Light Rail between Manassas and Centreville

## Drawbacks:

- Property Acquisition (New Southbound Route 28)
- More Traffic Lights
- No New General Purpose Lane Capacity (Additional Capacity can be added via the Route 28 Bypass)

## Current Options:

- Drive

## New Options:

- Drive
- Bus
- HOV-3
- Bike
- Walk

## Cost: \$150 Million

- Engineering/Design - \$25 Million
- Right of Way Acquisition - \$75 Million
- Construction - \$50 Million

## Funding Options:

- Smart Scale
- NVTA 70% - Regional
- Prince William County
- NVTA 30% - PWC
- RSTP/CMAQ
- Private

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[www.novarapidtransit.org](http://www.novarapidtransit.org) | [www.facebook.com/FixRoute28](https://www.facebook.com/FixRoute28)