

4. Conceptual Design

4.1 PROPOSED ROADWAY

MLK Jr. Way Extended is a proposed road segment starting at the intersection of MLK Jr. Way and East Market Street and connecting to the west with Country Club Road. The extension of MLK Jr. Way serves two primary purposes (1) to facilitate access to the proposed Downtown Transit Center site and (2) to provide commuter traffic a preferred connection with Country Club Road without navigating the surrounding local neighborhood roads.

We envision Country Club road as an alternative route to the congested East Market Street corridor, which serves regional traffic entering the city from I-81. The MLK extension to Country Club Road will provide a safer alternative for all the modes of traffic trying to reach destinations east of the interstate by allowing them to bypass the interchange, while also reducing congestion on East Market Street.

As shown in Figure 4.1B, the proposed MLK Jr. Way Extended provides a direct connection from East Market Street to Country Club Road to encourage through traffic to remain on Country Club Road traveling to the east. Local neighborhood traffic would be required to turn from MLK Jr. Way Extended onto a realigned northbound Country Club at a new signalized intersection. There are two proposed site entrances, (1) the western unsignalized entrance serving as the primary access for buses and passenger vehicles and (2) the eastern signalized entrance serving primarily for passenger vehicles and emergency uses, if needed.

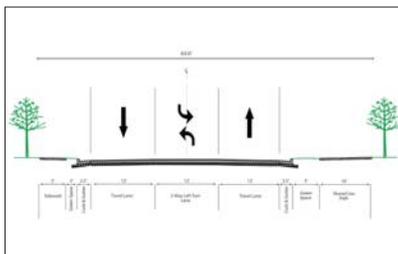
As shown in the following typical section, the proposed roadway would have three travel lanes wide, with the center lane serving as turn lanes at the respective intersections/entrances. Pedestrian and bicycle facilities would include a five foot

sidewalk on the north side and a ten foot shared-use path on the south side of the proposed roadway. In addition, cross walks would be provided at the new signalized intersection of MLK Jr. Way Extended and Country Club Road.

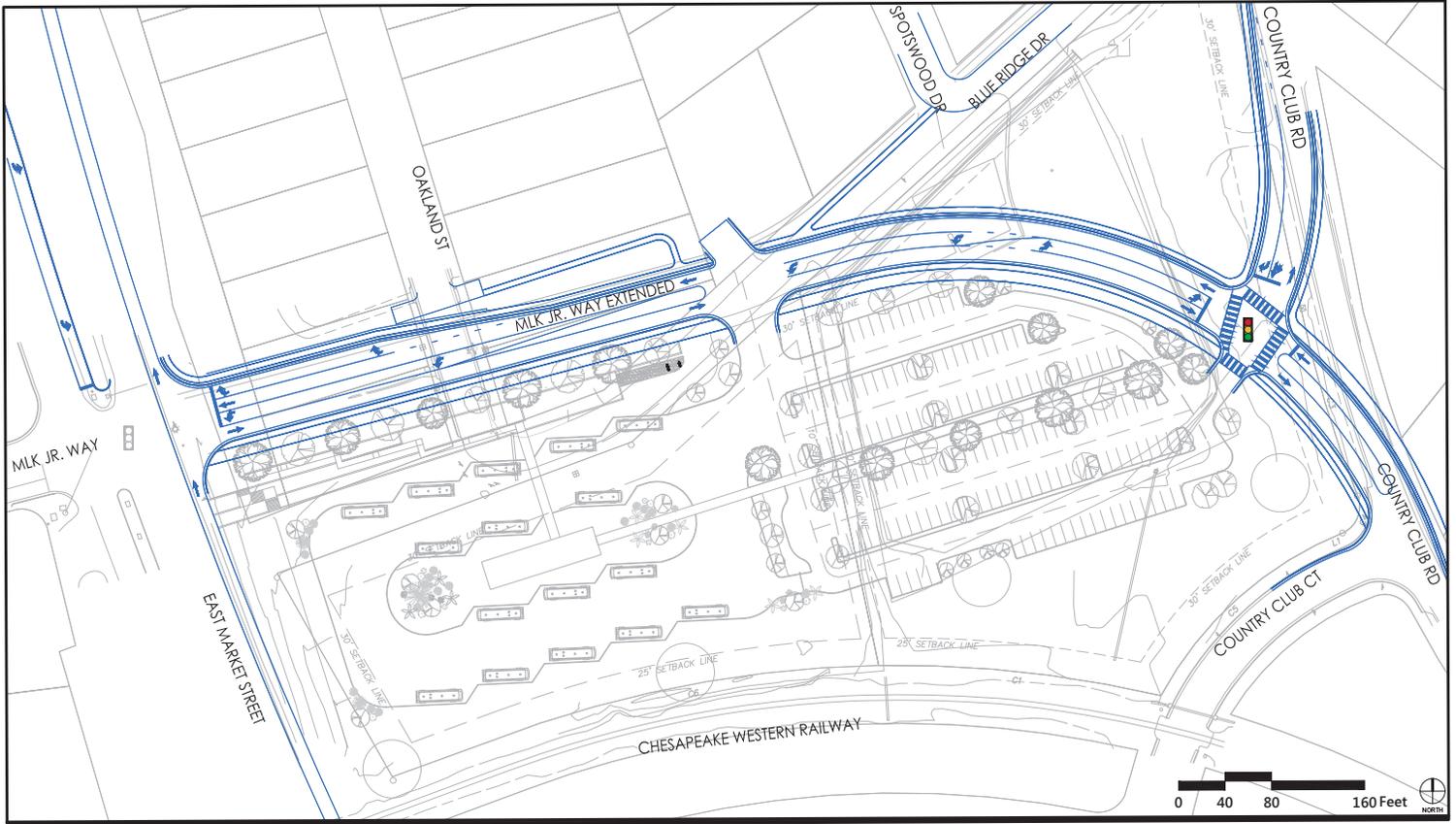
Additional roadway improvements would include a southbound left turn lane on East Market Street, a reconstructed traffic signal at East Market Street and MLK Jr. Way, converting Oakland Street into a dead end, and removing a section of Blue Ridge Drive between Oakland Street and Spotswood Drive.

Based on a 35 mph design speed, the proposed horizontal alignment has a 410 foot radius and the proposed maximum roadway grades are 5%.

Note: Any modification needs to be coordinated in the future with VDOT's I-81 interstate 247 improvement.



4.1A Typical Section of MLK Jr. Way Extended



1600 Wilson Boulevard, Suite 360
 Arlington, Virginia 22209
 www.stantec.com



Legend

-  Proposed Traffic Signal
-  Existing Traffic Signal

Preliminary Concept Design | January 2018
 Client/Project
 City of Harrisonburg
 Downtown Transit Center
 241 Blue Ridge Drive, Harrisonburg VA 22802
 Figure No.
 4.1B
 Title
 Proposed Roadway
 Scale: 1" = 80'-0"