

ATTACHMENT 1 - MAIN STREET ROAD DIET EXHIBIT

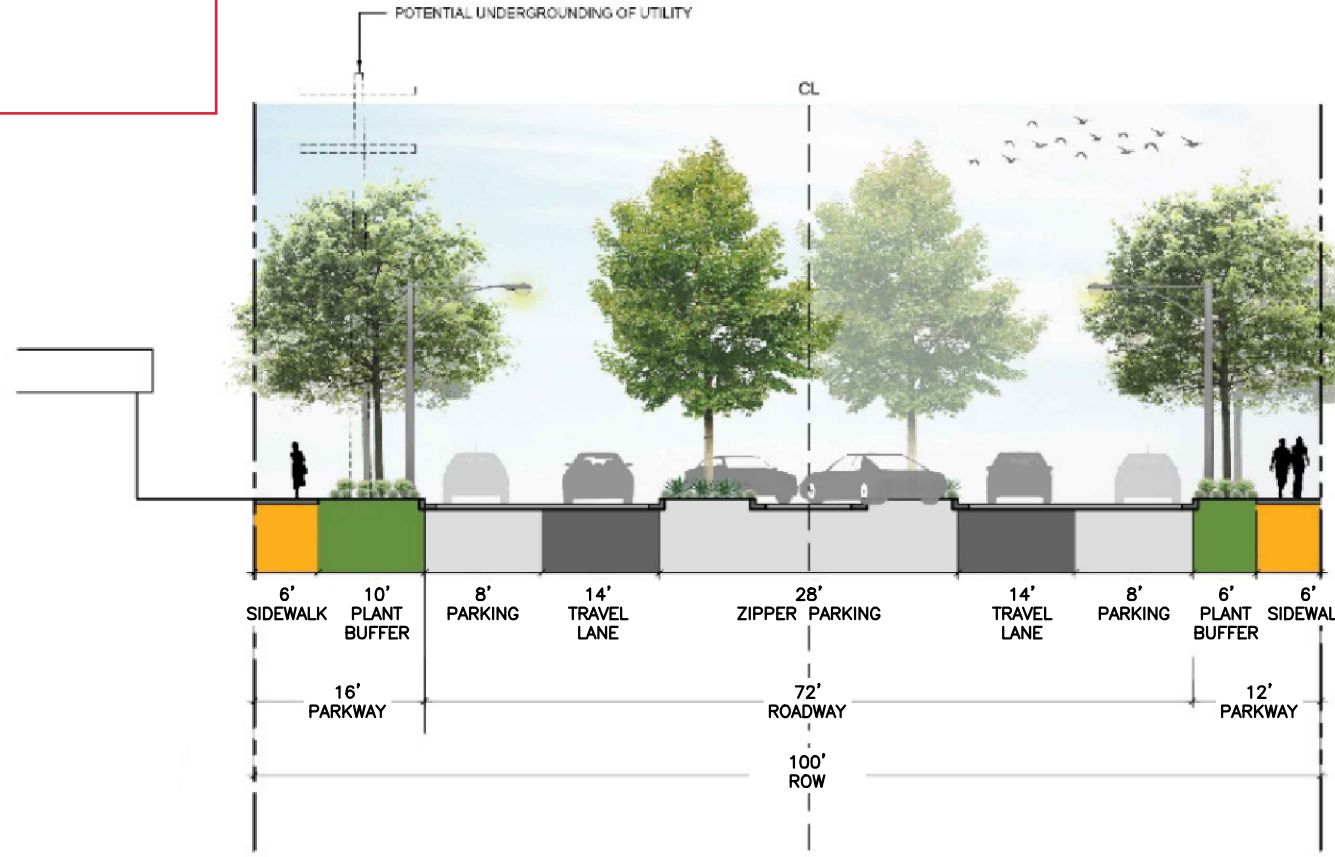
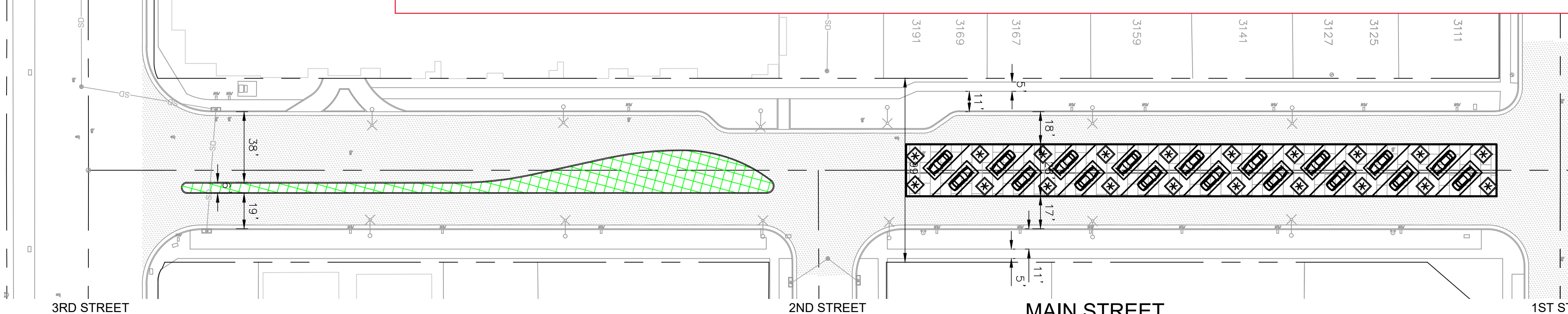
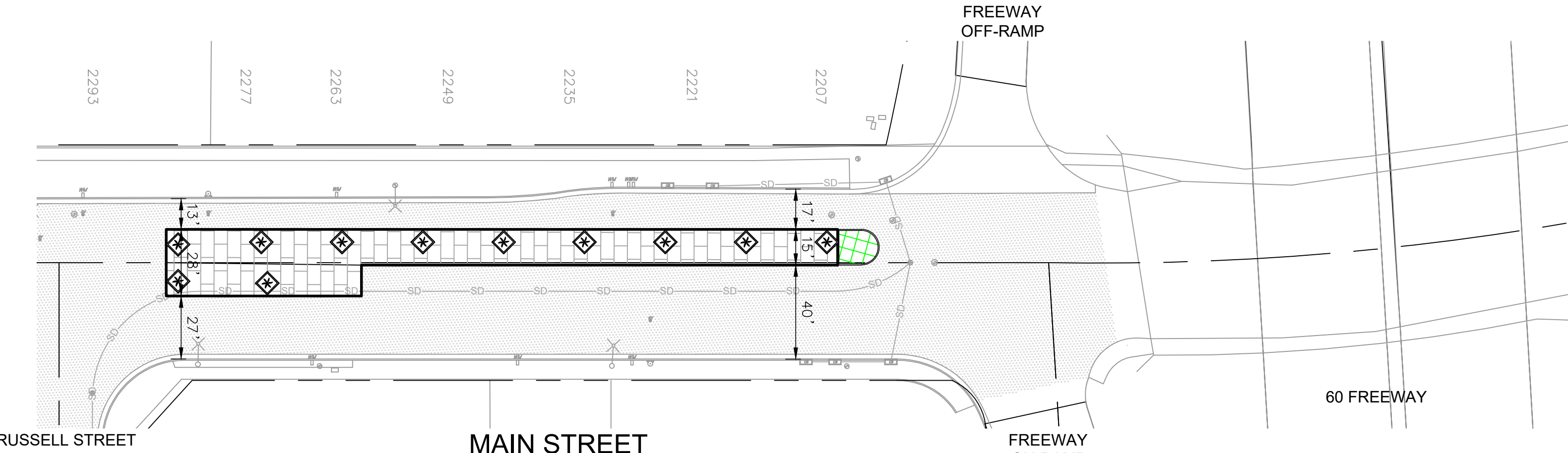
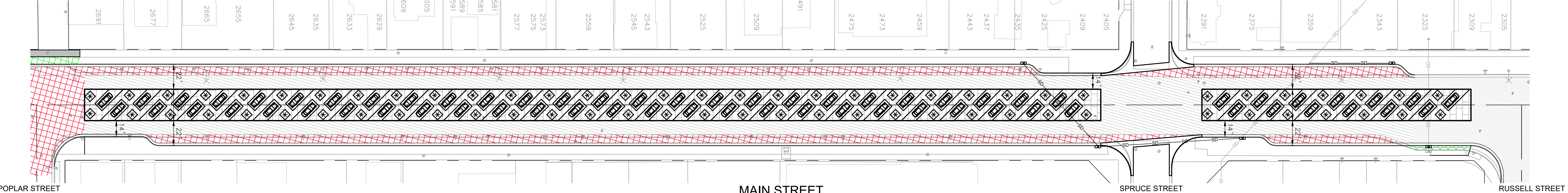
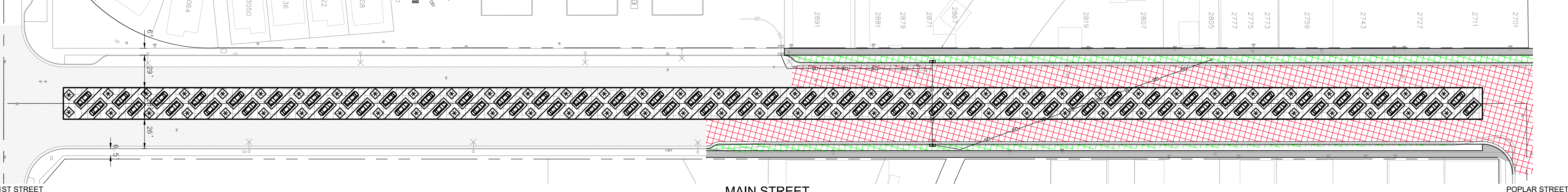


FIGURE 4-6: MAIN STREET – SOUTH OF SR-6




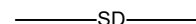
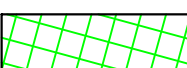



Main Street: South of SR-60 (between SR-60 and 3rd Street). The street will be configured as shown in Figure 4-6 and described here:

- 100-foot ROW
- 28-foot zipped parking area dividing Main Street
 - East side – travel lane, parallel parking, plant buffer, and sidewalk
 - West side – travel lane, parallel parking, plant buffer, and sidewalk
- Two 14-foot travel lanes
- Two 8-foot parallel parking areas; as an alternative, parking lanes may be used to provide a dedicated bus or transit lane.
- One 6-foot plant buffer and One 10-foot plant buffer
- Two 6-foot sidewalks

NOTE:
CROSS SECTION SHOWN IS CONCEPTUAL AND
SUBJECT TO MODIFICATIONS UPON COMPLETION
OF A THOROUGH ENGINEERING ANALYSIS



LEGEND

	CM2		NEW CATCH BASIN
	CM3		NEW STORMDRAIN LINE
	CLEAR & GRUB (FILL)		
	CLEAR & GRUB (EXCAVATION)		
	MEDIAN (PCC OR AC)		
	NEW SIDEWALK		

