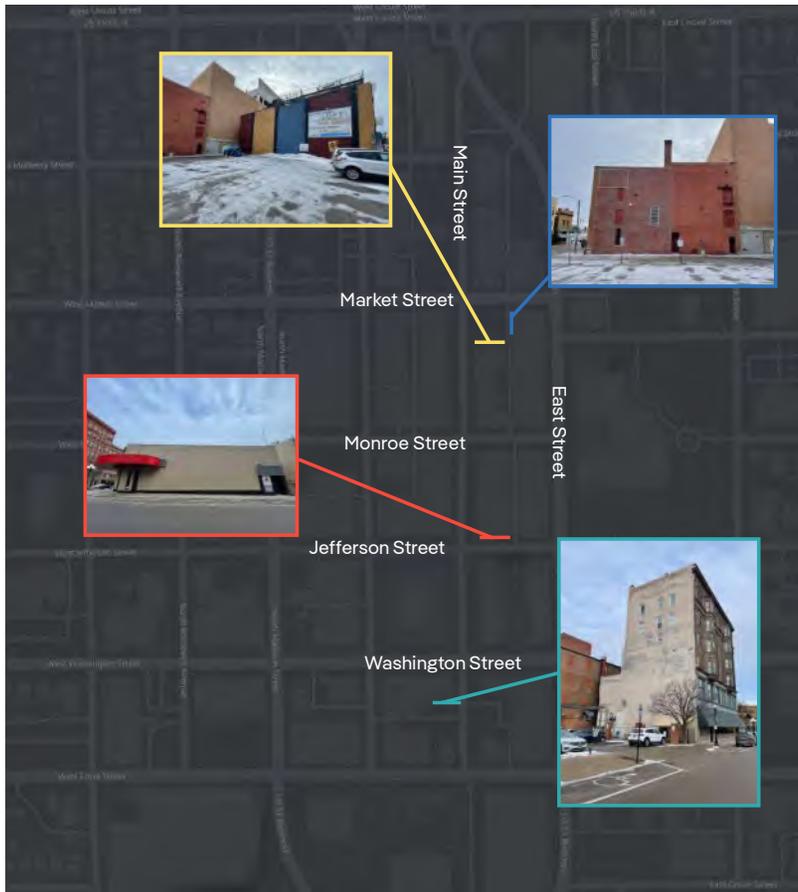


## RECOMMENDED LOCATIONS

There are many potential locations for murals in Downtown Bloomington. A few of the more prominent spots along Main Street are depicted below as an example of what might be possible elsewhere in Downtown. Note that many of the buildings shown are privately owned, and none of the owners have yet been contacted to negotiate access.



Potential mural locations along Main Street.

## Sculptures

The proposed Streetscape Concept provides numerous placeholders for public art sculptures. (For example, see “Intersections” and “Museum Square” sections in Chapter 5). The Design Team recommends the development of a Rotating Sculpture Program, likely administrated by the Bloomington Public Arts Commission. The Program would involve various three-dimensional art structures exhibited at the aforementioned placeholders on a rotating basis, vetted in advance by the Public Arts Commission. A two-year loan period is recommended for the displays, with staggered schedules so that Downtown is constantly exhibiting new pieces. The Program should allow for purchase of the sculptures by the City to add to their public arts collection or to be purchased privately.





## DOWNTOWN LIGHTING

Lighting will be a major contributor to the new look and feel of Downtown Bloomington. From a functional standpoint, lighting must provide the required level of illumination to improve driver and pedestrian safety (see “Accessibility” section in Chapter 1). From an environmental standpoint, upward lighting must be minimized to reduce light pollution (see “Sustainability/Public Health Considerations” section in Chapter 3). Beyond that, lighting presents an opportunity to bring Downtown to life in the evening with dramatic accents and ambient mood lighting.

Several uses of lighting to sensational effect are already described in Chapter 4 of this Report: the ring over the North Main Plaza, the LED bandshell structures on the north side of the old courthouse, the video projection show on the east side of the courthouse, the retrofitted globe light fixtures along Main Street and Center Street, and the arching, lit concrete walls along US Route 51. The Design Team promotes the exploration of additional mood lighting opportunities during the detailed design of individual streetscaping projects. To the extent possible, the lighting schemes should be synchronized across all of Downtown Bloomington so that visitors are provided a uniform Downtown experience, no matter where they happen to be.



## BIKE ROUTE/CONSTITUTION TRAIL

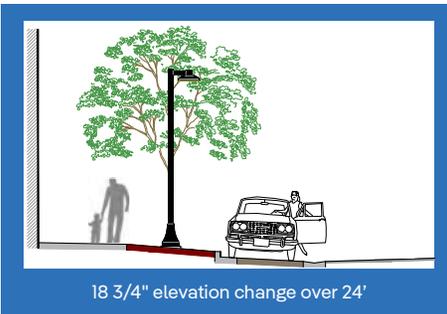
The “Bikeability” section in Chapter 1 addresses the absence of adequate bicycle facilities in Downtown Bloomington, with few bike parking racks provided and with bicycle lane striping on just one street block. The Design Team developed plans to dramatically improve these accommodations for bicyclists as well as to establish a connection between these improvements and the broader community bike network.

Chapter 5 details how a Flex Lane will be established on Main Street and Center Street, providing bicyclists the means of easily traversing the Downtown Core. However, if left isolated and without connection to bike routes outside the Core, the Flex Lane is not a meaningful improvement for users. Of particular importance to members of the bicycling community, the Downtown bike route must be connected to Constitution Trail. A popular multi-use path with over 45 miles of trail, Constitution Trail has access to various amenities throughout Bloomington-Normal including restrooms, water fountains, and park shelters with picnic tables. The bike route design depicted on the below map indicates how the connection to Constitution Trail might be made. Even though this design suggests improvements that extend beyond the Study Limits, the Design Team felt it was important to show how a direct connection between Constitution Trail and Downtown Bloomington could eventually be established.

Note also that when bikers approach Downtown, the proposed bicycle route directs users off of US Route 51 and into the Downtown Core. As explained in the “Bicycle Groups” section in Chapter 2, the Design Team recommended that the bike route not be located on US Route 51, as recommended in the City’s “2017 Bicycle Master Plan”, but instead be moved into the City Core for reasons of increased safety and to direct bicyclists to amenities and points of interest Downtown. This change was supported by the community’s bicycle advocacy groups.

## ADA ACCESSIBILITY

Far too much of Downtown Bloomington is inaccessible to persons with disabilities (see “ADA Accessibility” section in Chapter 1). Some of these ADA deficiencies are relatively easy to correct: replacing settled sidewalk slabs in order to remove lips between panels, for example. Others are much more challenging. In particular, it can be difficult to provide an accessible sidewalk connection to building entrances from the street, when that entrance is substantially higher than the roadway elevation. In such cases, the cross-slope in the sidewalk between the building entrance and the roadway might normally exceed the maximum allowed by code (resulting in difficult or impossible access for some persons with disabilities), if special accommodations are not made. The Design Team developed a number of solutions to address this all-too-common situation. Several of these solutions are depicted below and are meant to serve as generalized approaches that can later be refined based on the specific requirements of each building entrance.



An example of ADA-compliant access when the building entrance is significantly higher than the adjacent street

In addition to providing ADA-compliant building approaches, the Design Team will incorporate additional accessibility elements into the design such as proper curb ramp geometry, improved running slopes and cross-slopes in sidewalks, and handicapped parking stalls with adequate loading zone space. Regarding the latter, the streetscaping design will include more handicapped parking stalls than the amount required by code (see following “Parking Accommodations” section).

Finally, all of the traffic signals on US Route 51 will be replaced with Accessible Pedestrian Signals (APS) as part of IDOT’s planned work (see “Illinois Department of Transportation” section in Chapter 2). APS is designed to help pedestrians cross the road who are blind or have poor vision. APS can include various features but at a minimum includes a low locator tone that is played to direct pedestrians to a button with a raised arrow in the direction of the crosswalk. Once pressed, a voice message directs the pedestrian to either wait or to cross the road.



An accessible pedestrian signal

## PARKING ACCOMMODATIONS

The concept of “walkability” has been explored at length previously in this Report: the current limitations for walkability Downtown (see “Accessibility” section in Chapter 1), the transformative effect of improving walkability (see “Move the Needle” section in Chapter 3), and the proposed relocation of parking off Main Street and Center Street to establish more pedestrian space (see “Pedestrian Space” section in Chapter 5).

Although the Steering Committee and broader public supported the relocation of parking off Main and Center, the Design Team sought to ensure that the overall Streetscape Design maintained adequate parking accommodations, both in terms of capacity and reasonable access. To do so, the Design Team leveraged two solutions.

### CENTRALIZED/CONSOLIDATED PARKING

The first solution sought to emphasize public parking facilities as centralized locations where parking can be consolidated within a reasonable walking distance from businesses, shops, and restaurants that visitors wish to visit. The Design Team acknowledged, however, that what is considered a reasonable walking distance can be highly subjective and varies greatly based on the abilities and disposition of each individual. Walker Consultants, a parking consultant with offices throughout the U.S., developed an industry-accepted means of quantifying the “Level of Service” for walking distance\*. For outdoor walking (taking into account the climate of Central Illinois) the following Level of Service Conditions for Walking were determined:

	Walking Distance	Walking Time**	Description
Level of Service A	Up to 400 feet	1 minute 30 seconds	“Best/Ideal”
Level of Service B	Up to 800 feet	3 minutes	“Good”
Level of Service C	Up to 1,200 feet	4 minutes 30 seconds	“Average”
Level of Service D	Up to 1,600 feet	6 minutes	“Below Average”

\*Smith M. & Butcher T. (2008, May). *How Far Should Parkers Have to Walk?* National Parking Association PARKING.

\*\*Average walking speed is 3.1 mph (4.6 ft/s)

The below graphic depicts the location of the primary public parking decks and surface parking lots throughout Downtown Bloomington. Notably, every point of Downtown is within 800 feet of one of these public parking facilities (Level of Service B) and a large portion of Downtown is within 400 feet (Level of Service A). A few sample walking distances are illustrated on the graphic to demonstrate this concept.

It is understood that a not-insignificant segment of Downtown visitors is disabled. For these visitors, the above Level of Service Conditions for Walking is not an accurate representation of what is tolerable. The Design Team therefore designed the roadways in Downtown with more accessible on-street parking spaces than the minimum required by code.

## LEVEL OF SERVICE FOR WALKING CONDITIONS

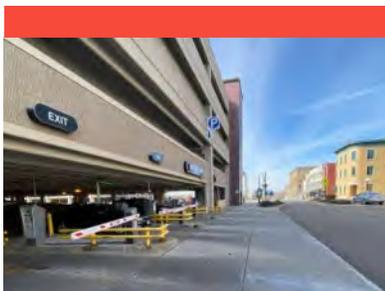


Examples of various walking routes with associated Level of Service for Walking Conditions

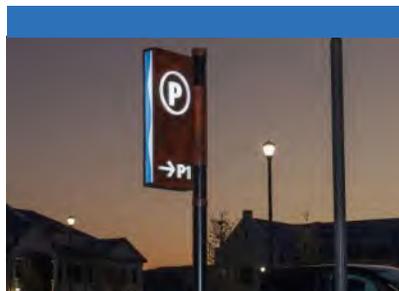


Intentional landscaping can beautify parking lots in order to attract more use.

The extent to which these parking facilities will become viable parking alternatives is dependent not just on walking distance but also on (1) how attractive these areas are and (2) how easily they are for visitors to identify. Regarding the former, thoughtful landscaping and beautification of the parking lots (see “North Main Plaza” and “BCPA/Douglas Street Lots” sections in Chapter 5) as well as greatly improved lighting (see “Downtown Lighting” earlier in this chapter) all serve to make them more attractive to users. Regarding the latter, implementing more overt parking signage will allow drivers to more easily identify parking opportunities. Although the City currently utilizes signage showing the universal parking symbol (“P”), many of these signs are relatively small and not easily visible. Larger, backlit parking signage like the image shown below is more likely to be effective.



Existing parking signage is difficult to see.



Example of more prominent signage

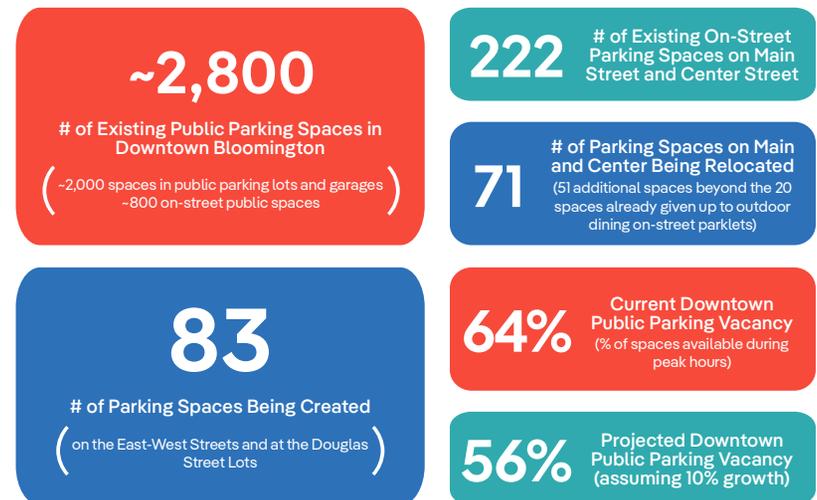
## INTERMEDIATE PARKING

The second parking solution to be leveraged is the on-street parking that is located on the East-West streets, useful as an intermediate option located between the public parking facilities and the more popular on-street parking on Main Street and Center Street. As discussed previously, the Design Team was able to reconfigure the space on these streets in a more efficient manner, resulting in the creation of nearly 50 additional parking spaces (see “East-West Streets” section in Chapter 5). Even without accounting for these additional spaces, Walker Consultants, in a recent parking study performed for the City of Bloomington\*, indicates that there is abundant on-street parking vacancy (the percentage of spaces available during peak times) on the East-West streets, providing additional parking opportunities.

\*Walker Consultants. (2021). Memorandum: Downtown Bloomington Parking Planning - Existing Conditions (Project No. 31-009248).

## BY THE NUMBERS

The below statistics help to quantify the concepts that have thus far been discussed. The statistics demonstrate that (1) there will be approximately the same number of parking spaces created as part of the Streetscaping Program than those that are displaced on Main Street and Center Street and (2) there is adequate Downtown parking vacancy (the percentage of spaces available) today and long into the future (taking into account a 10% growth rate). Note: These statistics assume that the 210 parking spaces that are utilized at peak times in the Market Street Garage will be replaced following the demolition of the garage and construction of the new Transit Center (see “Transit Center” section in Chapter 5).

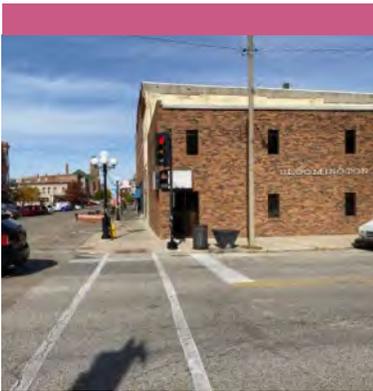


## INTERSECTION TRAFFIC CONTROL

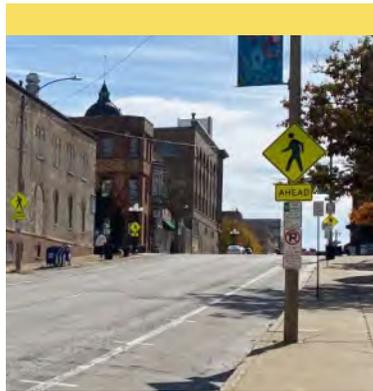
In the spirit of promoting a more pedestrian-friendly Downtown, the Design Team evaluated various intersections to determine if changes might be made to the traffic control devices that currently give priority to vehicular traffic.

On Market Street, the intersections with Main Street and Center Street are currently signalized. Both Main and Center are major pedestrian corridors and would benefit from replacing these traffic signals with stop signs. Using traffic modeling software, the Design Team input traffic counts to model existing conditions and then simulated an all-way stop scenario to determine the impact of designating the intersection. For both Main Street and Center Street, the Team determined that designating would result in smoother vehicular traffic flow, with less delays for drivers and shorter queuing distances (see Volume 3). Because designating will also result in easier, safer pedestrian movements, all-way stops have been incorporated into the design of both intersections.

The intersection of Monroe Street and Center Street has through traffic for Center with stop signs on Monroe. Similar to the intersections on Market Street, it would be ideal from a pedestrian perspective to add a stop sign to Center Street to make the intersection an all-way stop. However, the road grade on Center leading up to the intersection is excessively steep. Placing a stop sign on Center might result in vehicles having difficulty advancing through the intersection during slick weather conditions, potentially even sliding backwards into the vehicles behind them. The Design Team therefore elected to leave this intersection as-is, so that vehicles can continue forward momentum.



Existing signalized intersection at Market and Main



Steep grade approaching the intersection of Monroe and Center



## DOWNTOWN GEOCACHING

Geocaching is a popular outdoor recreational activity where participants use Global Positioning System (GPS) technology (usually on a smartphone) to locate points of local interest. A customized geocaching experience for Downtown visitors can be provided with the development of a customized mobile app and purchase of "beacons". Beacons are small, wireless devices that transmit Bluetooth signals to nearby smartphones. Beacons are already used by many of the top retailers in the United States (including Macy's, Target, and CVS) who have found that the use of beacons provide a unique customer experience that has been helpful in invigorating brick-and-mortar stores.

In the context of Downtown Bloomington, beacons would be placed around historical landmarks (the location of Lincoln's Lost Speech, for example) and public art (where audio of the artist explaining their inspiration for the piece might play) as well as other points of interest and curiosity. The content for the geocaching program might be curated with assistance from the McLean County Museum of History and the Bloomington Public Arts Commission.

The majority of the City's investment in this program will be in the development and ongoing maintenance of the mobile app. The beacons are relatively inexpensive and can be easily installed at many locations Downtown.



## DIGITAL DIRECTORY KIOSKS

The Streetscape Design includes digital directory kiosks, interspersed throughout Downtown. These interactive touch-display signs will be updated with the latest business directories so that visitors to Downtown have easy access to information pertaining to dining and shopping options, as well as upcoming community events. These kiosks will be all-weather resistant and feature bright outdoor displays. Approximately eight to ten of these digital directory kiosks will be installed, predominately in high foot-traffic areas.



## GARBAGE MANAGEMENT

One of the more persistent complaints the Design Team received about Downtown Bloomington was that there is excessive garbage in public view. The complaint from one online respondent was typical: "Garbage now is terrible. All the 'new' won't help if the garbage isn't fixed." (See Volume 3.)

After further exploration with various stakeholders and City departments, the Team learned that the challenges are contributed by all sources: pedestrians, businesses, and residents.

- Residents are instructed to bring out their garbage after 6 p.m. on Tuesdays and place it adjacent to City-owned trash cans on the street that will be picked up at 6 a.m. on Wednesdays. Unfortunately, trash is often set out too early, or too late, or the garbage is comprised of loose material not contained in tied, plastic bags. Because of inadequate trash facilities, residents also sometimes place their trash in dumpsters of private businesses.
- Businesses that don't have access to a dumpster often place their garbage in the City-owned trash cans on the street. These trash cans (typically 35-gallon canisters) do not have the capacity to support both the business garbage and everyday pedestrian garbage and tend to overflow.
- Pedestrians, often finding no room in the City-owned trash cans, instead put their garbage alongside the cans, exasperating the all-too-common sight (and smell) of trash spilling over onto the street and sidewalk.

The Downtown for Everyone Program's solution for keeping garbage out of public view involves high-capacity containers located in the "Amenity Strip" that are compatible with the proposed style selected for the Downtown improvements (see "Streetscaping Style" section in Chapter 4). These containers are to be used by both residents and small businesses. Where relatively small amounts of trash generation are anticipated, smaller, decorative containers with matching planters will be utilized. Where larger amounts of trash are anticipated, a larger container will be used which will receive a "wrap" that promotes the Downtown Bloomington brand (see "Campaign Branding" section in Chapter 2). Businesses generating very large amounts of garbage, such as restaurants and bars, should continue to use their dumpsters.

Containers for recycling will be included with the standard garbage containers, both for the smaller decorative containers and for the larger wrapped containers. Both container solutions are modular, meaning the number of containers can easily be increased or decreased if the amount of garbage storage needed is different than initially anticipated.



Standard containers with decorative planters



XL containers with branded graphic wrap

The proposed garbage management solution will require some changes to how collections occur Downtown. In order to ensure that these changes can be supported logistically by the City's Public Works Department, the Design Team consulted closely with representatives of that Department along with suppliers of the proposed containers.



## UTILITIES

During streetscape designs, underground utilities sometimes do not get the same level of attention as the more glamorous improvements aboveground. However, it was a priority of both the City Core Team and the Design Team to ensure that basic utility access to buildings Downtown was not overlooked. Several of the more notable elements of the Team's utility design are explored below.

### Critical Utilities

The "Utility Companies" section in Chapter 2 acknowledges the risk to new streetscaping improvements when the underlying utilities are not first addressed. Any situation where recently constructed improvements are torn out to perform repairs or replacement of aged utilities should be avoided to the extent possible.

To that end, the Design Team coordinated with private utility companies and took into account each company's capital improvement plans during the development of the design. For public utilities, the Design Team worked with the Water Department and the Department of Operations & Engineering to identify "critical" utilities with an expected useful life of less than twenty years. Replacement of all public utilities matching this description are included in the Opinions of Probable Construction Cost (see Chapter 8: "Program Costs").

## Storm Water Detention

The sustainability benefits of providing storm water detention are described in Chapter 3 (see “Sustainability / Public Health Considerations” section). The advantages of providing detention also include decreased frequency of storm water flooding in Downtown Bloomington and on the west side of Bloomington as well as reduced combined sewer overflows (see below section).

The Design Team included an underground storm water detention system with the design of the North Main Plaza (see “North Main Plaza” section in Chapter 4). There are opportunities to likewise store storm water beneath the Major Butler Lot (located directly north of the Grossinger Motors Arena) and beneath the Douglas Street Lots (see “BCPA / Douglas Street Lots” section in Chapter 5). These locations are good candidates for detention because their footprints are large enough to accommodate an underground system and because they are located on the downstream end of watersheds.

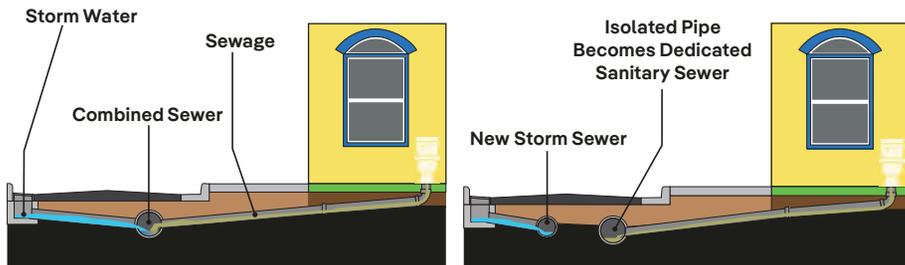
There are also opportunities to store storm water inside the voids of rock that is placed underneath permeable pavers on the Downtown streets. However, just as an inclined bathtub cannot hold much water, so too will the on-street detention only be effective when the running slope of the street is not excessively steep. This limits the application to certain blocks of Downtown.

## Combined Sewer Separation

The majority of the streets in Downtown Bloomington include “combined sewers” – that is, pipes that combine discharge from both sanitary sewers and storm sewers. During heavy rainfalls, combined sewers can result in excessively high volumes of sewage to be treated at the downstream Bloomington Normal Water Reclamation District treatment plant. But more critically, it can result in serious water pollution events when the sewer system overflows. Additionally, the stench of combined sewers can adversely affect the experience of visitors to Downtown, especially when dining outdoors.

The City of Bloomington has a permit from the Illinois Environmental Protection Agency to operate these combined sewers but is still under federal mandate to eventually eliminate them. The City has adopted a “Long-Term Combined Sewer Overflow (CSO) Control Plan,” but the Streetscaping Program can serve to expedite this process.

Each block in the Downtown Streetscape includes a new storm sewer trunk line connected with new laterals to all storm sewer inlets. This design effectively isolates the combined sewer line and transitions it into a dedicated sanitary sewer line. This is illustrated in the below image.



Existing conditions: storm water and sewage converge into a single combined sewer pipe

Proposed conditions: installing new storm sewer allows for the separation of sewage and storm water

## Preparing for Downtown Fiber Optic Installation

During the construction of the Streetscape Improvements, empty pipe conduit and handholes will be installed along the corridors in order to accommodate future fiber optic installation throughout Downtown. The primary benefits to providing fast and reliable internet connections Downtown are as follows:

- Fiber plays a key role in stimulating economic growth. High speed internet attracts businesses (especially those that are high-tech) and enables the digital economy to thrive.
- High speed connections for residential uses are increasingly in demand. Devices such as those that stream video at high resolutions (such as 4k) rely on fast, uninterrupted internet.
- The Bloomington Police Department relies on low network latency to effectively use security cameras. Currently, there are very few locations Downtown where direct connectivity to broadband or fiber installations is possible.

In urban environments such as Downtown Bloomington, it is normally very expensive and disruptive to install fiber optic service. It is therefore essential that conduit and handholes be installed as part of every project when the streets are already torn up, in order to ease fiber installation in the future.





## LANDSCAPING DESIGN

Landscaping is an essential component of the Streetscaping Design. The use of street trees, shrubs, ornamental grasses, and perennial flowers provides a means to soften the “concrete jungles” of Downtown (see “Roadway Network & Traffic” section in Chapter 1) and to enhance sustainability and public health initiatives (see “Increased Greenery” section in Chapter 3). In effect, a green Downtown Bloomington keeps people cooler, allows them to breathe easier, and reduces their stress – all allowing greater enjoyment of Downtown’s offerings.

Plantings should reinforce the aesthetic of the Streetscape Style (see “Streetscaping Style” section in Chapter 3) and provide structure to Downtown’s open spaces. In general, Downtown plant material should be simple and restrained. The variety of species should be limited, yet not create monocultures. A broad-stroke use of plants in large rows and masses is generally preferred to fussy, intricate plantings to maintain a proper scale relationship with the large Downtown buildings. More intricate and small-scale plantings are appropriate only in select locations for seasonal display.



Care should be taken when establishing Downtown plantings to avoid inadvertently creating less safe visibility issues. Plants should be selected and positioned to avoid obstructing the visibility of pedestrians, motorists, and bicyclists. A minimum 25-foot by 25-foot visibility triangle free from obstructions should be maintained at every street intersection. Strategies established using “Crime Prevention through Environmental Design (CPTED)” guidelines including surveillance, access control, and territorial reinforcement should be considered during the design process.

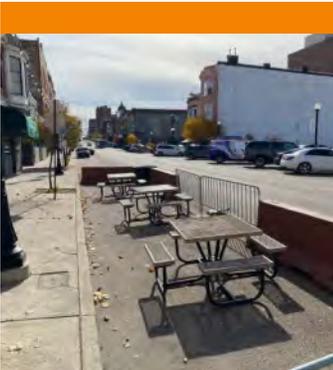
Plant material should be selected that is appropriate and tolerant of urban environments. Trees, shrubs, ornamental grasses, and perennial flowers should also be selected for aesthetic qualities and to screen unattractive elements. A list of recommended tree species is included in the Design Standards section (see Volume 2).



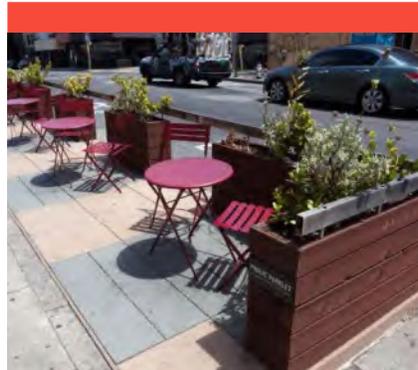
## DESIGN STANDARDS

To ensure that the future Streetscaping improvements meet the design intent expressed throughout this Report and that they are consistent from project to project, a “Design Standards” document is provided at the beginning of Volume 2 for future reference. This document includes product information sheets and specifications for such improvements as benches, paver selections, colors, light fixtures, and tree species.

The document also provides guidelines for “parklets” – temporary platforms used primarily for outdoor dining that are situated within parking lanes adjacent to sidewalks. Although the new Streetscape Design accommodates nearly all outdoor dining within the wider sidewalk space, there may still be a few locations Downtown (primarily on East-West streets) where parklets become necessary. These new standards will result in parklet installations that have better accessibility and are much more attractive.



*An existing parklet Downtown.*



*An example of an accessible, attractive parklet*

# 07

## Program Phasing

## 07



# Program Phasing

The next step in the development of the Streetscaping Plan involves the grouping of the individual street blocks into logical construction projects and then sequencing those projects based on pre-determined criteria, resulting in a program phasing plan.

## PHASING CONSIDERATIONS

When determining the order in which a project will be constructed, there are a great many considerations for prioritizing one project over another. The Design Team discussed these criteria extensively with the City Core Team and the Steering Committee, as well as encouraging feedback from the general public. The following considerations were prioritized as a result of these conversations.



## Construction Disruptions

Construction will inevitably be disruptive to businesses in the short term. In order to minimize the impact of construction on the welfare of these businesses, the Design Team developed a sequencing plan that involves a pattern of alternating streets (see Phasing Plan on page 116). The purpose of this pattern is to ensure that drivers never need to detour more than one block away from any business they intend to frequent. Likewise, this approach minimizes inconveniences for Downtown residents.



## Parking Availability

The Streetscaping Plan involves some re-shuffling of parking, from Main and Center over to some other locations (see “Parking Accommodations” section in Chapter 6). As a result, projects that establish additional parking capacity (such as the BCPA/ Douglas Lots Project) were moved earlier in the program.

## US Route 51

The streetscaping improvements proposed for the highway are extensive and will require significant coordination efforts between the City and the Illinois Department of Transportation, including performing detailed Intersection Design Studies for all sixteen highway intersections in Downtown Bloomington. IDOT also has plans for short-term improvements to the highway (see “Illinois Department of Transportation” section in Chapter 2), tentatively scheduled to begin in Summer, 2025. For these reasons, and because there are many more “low-hanging fruit” opportunities elsewhere, other projects in the program were prioritized, particularly those inside the Downtown Core.

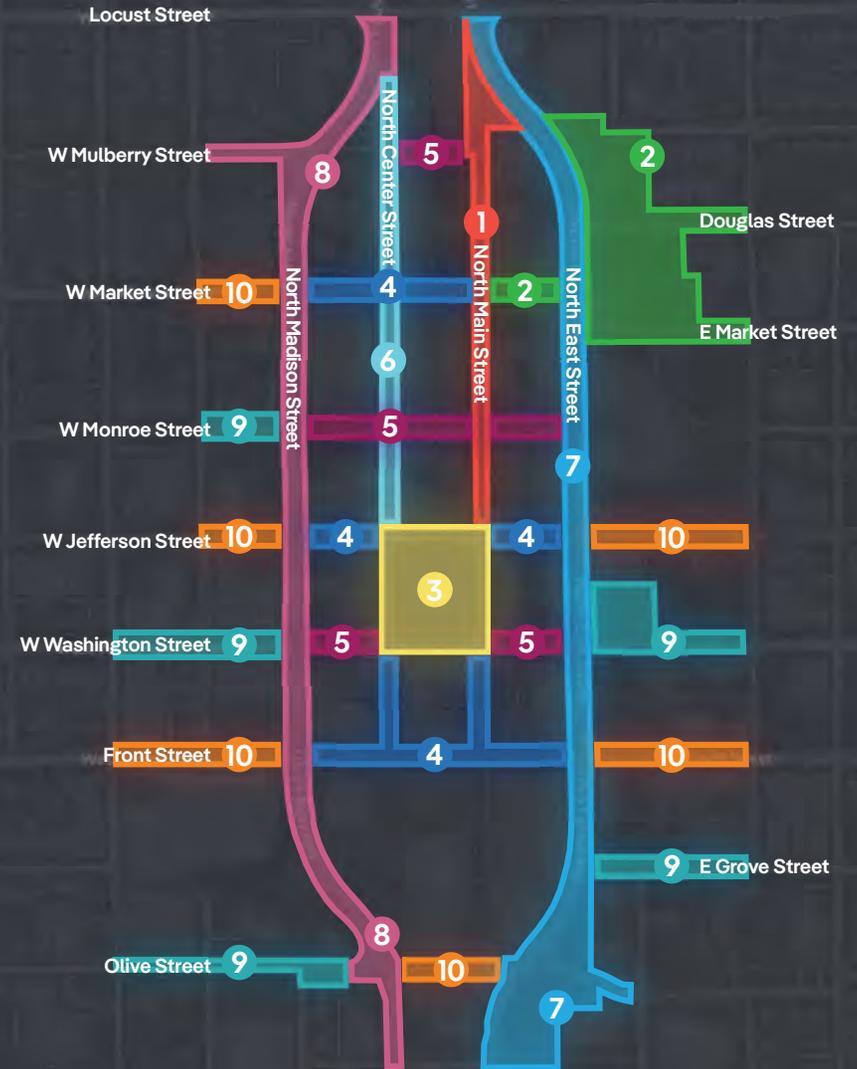


## Transit Center

Construction for the Transit Center is tentatively scheduled for Fall of 2024 through 2026 (see “Transit Center” section in Chapter 5). This is a major project and will involve extensive construction activities. As a result, the Center Street Project was moved later in the phasing so that construction activities between the two projects would not conflict.



- 1** **Project #1** – 300, 400, 500, & 600 Blocks of North Main Street (see “Main Street” section, Chapter 4) and North Main Plaza
- 2** **Project #2** – Bloomington Center for Performing Arts / Douglas Street Parking Lots and 100 Block of East Market Street
- 3** **Project #3** – Museum Square and surrounding streets
- 4** **Project #4** – 100 & 200 Blocks of West Market Street, 200 Block of West Jefferson Street, 100 Block of East Jefferson Street, 100 & 200 Block of West Front Street, 100 Block of East Front Street, 100 Block of North Center Street, and 100 Block of North Main Street
- 5** **Project #5** – 100 Block of West Mulberry Street, 100 & 200 Blocks of West Monroe Street, 100 Block of East Monroe Street, 200 Block of West Washington Street, and 100 Block of East Washington Street
- 6** **Project #6** – 300, 400, 500, & 600 Blocks of North Center Street
- 7** **Project #7** – 300 Block of South Main Street, 100 and 200 Block of South East Street, 100, 200, 300, 400, 500, & 600 Blocks of North East Street
- 8** **Project #8** – 300 Block of South Center Street, 100 and 200 Block of South Madison Street, 100, 200, 300, 400, 500, & 600 Blocks of North Madison Street, 300 Block of West Mulberry Street
- 9** **Project #9** – 300 Block of West Monroe Street, 300 and 400 Blocks of West Washington Street, 200 Block of East Washington Street, 200 Block of East Grove Street, and 200, 300, & 400 Blocks of West Olive Street
- 10** **Project #10** – 300 Block of West Market Street, 200 Block of East Jefferson Street, 300 Block of West Jefferson Street, 300 & 400 Blocks of West Front Street, 200 Block of East Front Street, and 100 Block of West Olive Street



## PHASING FLEXIBILITY

It is unlikely that the actual order in which projects are undertaken will exactly match the proposed phasing plan. There are many unforeseen future circumstances that might force the City to reevaluate the priorities of the individual projects. For example, a private development might expedite investment in a certain area of town. Or a new funding source may become available that is tied to a certain application (improvement of state routes, for example). Understanding that some shakeup of the phasing plan is probable, the real value in developing this phasing plan is that criteria for prioritizing projects have now been established which can later be utilized to prepare future phasing plans.

Another benefit of this exercise is that the first streetscaping project to be implemented under the adopted plan was identified: the 300, 400, and 500 blocks of North Main Street as well as the North Main Plaza (see Chapter 4: "Streetscape Improvements"). This first project was selected because it is likely to make an immediate "splash": There are already many popular restaurants and shops on Main Street which provides the project with a terrific "jump start" towards inciting increased economic activity and urban vibrancy. In addition, the implementation of this particular project is made easier because the project limits are under complete ownership by the City - resulting in minimal coordination required with outside agencies.

# 08

## Program Costs

# 08

## Program Costs

One of the key requisites for successfully managing a long-term plan like the Streetscape Concept is first having a reasonably approximate estimation of construction costs for each of the identified projects. This allows City decision makers to develop both annual and long-term budget strategies and, in conjunction with the phasing plan (see Chapter 7: “Program Phasing”), determine when to pursue specific funding opportunities.



## COST ESTIMATION APPROACH

In order to develop an Opinion of Probable Costs that is reasonably accurate, the Design Team included the following steps in the estimation process.



### High-Level Quantity Take-Off

Although the high-level nature of this Streetscape Concept does not allow for detailed surveys for identifying construction quantities, the Design Team nevertheless performed an extensive estimation of the quantities for probable Downtown improvements (a “quantity take-off”) to the level of detail that is possible at this stage of the program. The future design of each of the individual projects will include a physical topographic and boundary survey that identifies the details of existing conditions, such as exact pavement grades, sizes and locations of utility services, etc. This survey, along with the detailed technical design of the improvements, will yield the quantities of construction work (cubic yards of earthwork, linear feet of storm sewer, etc.) anticipated for the project at much greater precision.

### Determination of Unit Costs

Applying unit costs to the quantity take-off yields the estimated construction costs for the project. However, there are a number of factors which make determination of unit costs a challenge. These include (1) fluctuation in material and labor prices, (2) varying magnitudes of contract quantities (large quantities can result in economies of scale, small quantities often result in higher pricing), and (3) contractor availability (saturated markets lead to higher pricing while unsaturated markets lead to more aggressive contractor pricing).

The most appropriate method for determining unit costs is to analyze historic costs where data is available and to secure quotes directly from suppliers and vendors. Regarding the former, the Design Team extensively researched recent bid tabs from Illinois Department of Transportation projects that were constructed in McLean County as well as information from CMT’s own bid databases. Regarding the latter, the Design Team had many conversations with suppliers of specialty items such as video projection equipment, garbage compactors, and digital directory signs in order to determine the most current pricing.

### Inclusion of Design Contingencies

In order to minimize future construction cost overruns, the Design Team also included a design contingency in the estimates. Design contingency is understood to represent costs added to the estimate to allow for items, conditions, or events for which the future state or occurrence is uncertain, but that experience shows will likely result in additional costs. This can account for “known unknowns” (for example, the Design Team is aware that there are unmapped vaults located on North Main Street) and “unknown unknowns” (for example, excavation of the roadway may reveal utilities or underground storage tanks that were not disclosed on any available record documents).

The amount of contingency to include in the cost opinions is a matter of judgment and can range from 5% to as high as 30%. An overly conservative contingency can render the program unfeasible, while an inadequate contingency can put the program at risk for exceeding the allotted budget. The Design Team together with the City Core Team determined that a contingency of 15% is reasonable, based on the level of design and considering the extent to which existing conditions have been evaluated.

## COST OPINIONS

This section of the Report now provides the Opinion of Probable Costs for each of the individual projects. (Note that the below figures represent “total project costs” - that is, not just construction costs but also “soft costs” such as professional design fees.) But first, a brief exploration of exclusions is necessary. In general, all construction activities and items that are anticipated to be part of the projects are included in the cost estimate. However, there are several elements that are appropriate to exclude at this time.

- Any purchasing or leasing of public art.
- Encountering any unforeseen buried historical artifacts.
- Any extension of 480-volt electrical service to facilitate installation of Level 3 Electric Vehicle Charging Stations. (The estimates assume Level 2 EVCS will be installed).
- Any escalation of costs due to future inflation.
- Any increase or decrease in construction costs due to undertaking very large or very small construction projects. (The estimates assume that projects will be undertaken in their entirety, one at a time.)
- Any property acquisition costs.

### Downtown Core Program

1	\$12,900,000
2	\$8,390,000
3	\$14,550,000
4	\$11,200,000
5	\$5,940,000
6	\$6,030,000
	<hr/>
	\$59,010,000

### Highway Program\*

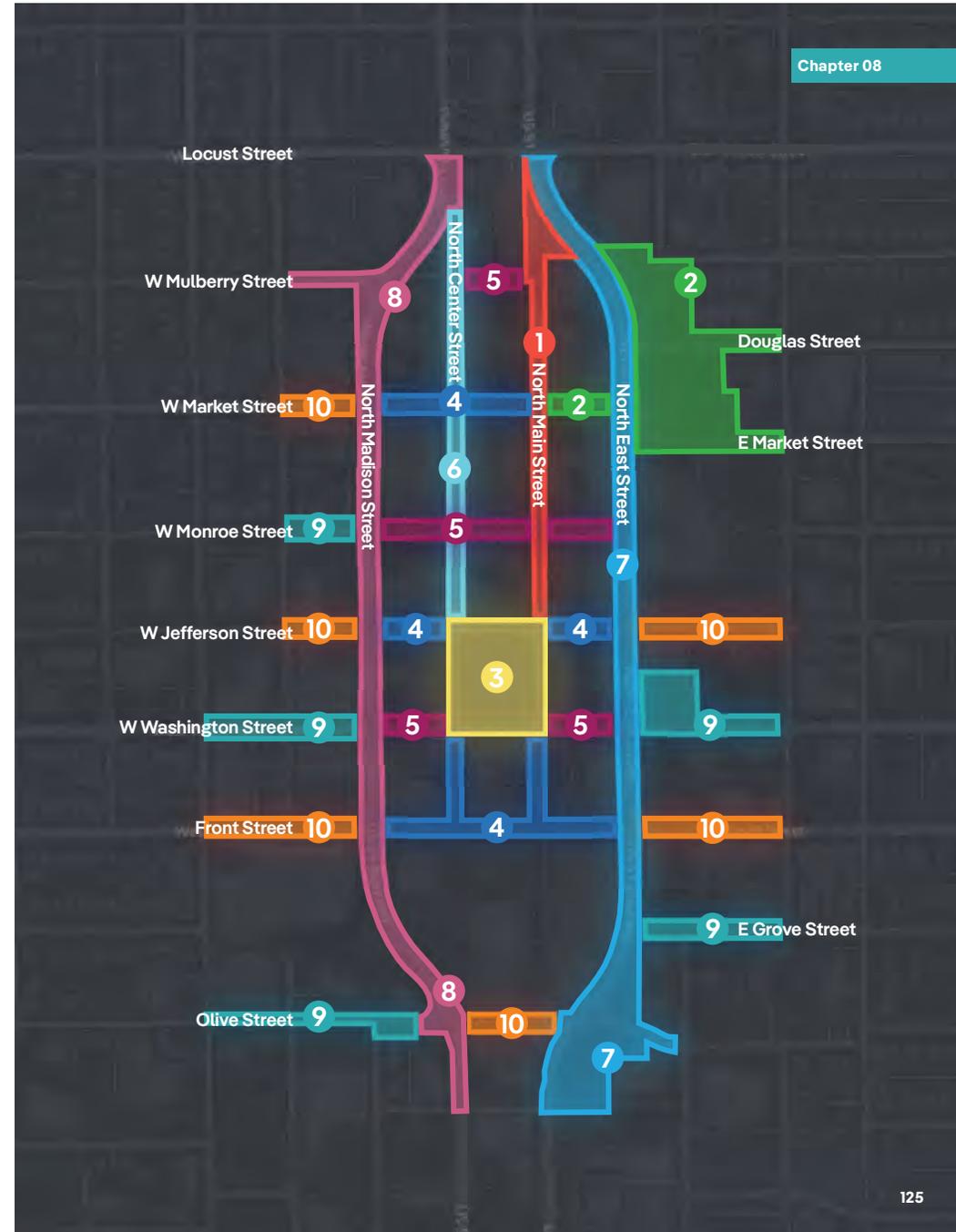
7	\$3,378,000
8	\$3,344,000
	<hr/>
	\$6,722,000

### Downtown Fringe Program\*\*

9	\$6,379,500
10	\$5,025,000
	<hr/>
	\$11,422,500

\* Estimate for Highway Program assumes that local funds (\$6,722,000) will be supplemented with State/Federal grants & earmarks (\$26,888,000) to make up the total program cost (\$33,610,000).

\*\* Estimate for Downtown Fringe Program assumes that local funds (\$11,422,500) will be supplemented with private development cost sharing (\$3,807,500) to make up the total program cost (\$15,230,000).



## OUTSIDE FUNDING SOURCES

Although the costs associated with the Downtown for Everyone Streetscape Program are significant, there are outside funding sources that could supplement local funding. Different state and Federal grants have requirements satisfied by different project elements. The funding sources identified by the Design Team are as follows:



### Federal Programs

#### US DOT RAISE Grants

RAISE grants are competitively awarded to projects with a significant local or regional impact. For Bloomington, the minimum grant award is would be \$1 million, with a \$25 million maximum award for projects ending in construction. Additional “planning grant” funds are available for advanced planning and design of projects, with no minimum award. The RAISE grant program is highly competitive and, while program priorities may change based on presidential priorities, generally focuses on projects that support safety, environmental sustainability, quality of life, mobility, and economic development. A 20% non-federal cost share is required.

#### US DOT Safe Streets and Roads for All (SS4A) Grants

SS4A is a discretionary program to fund regional and local initiatives to improve roadway safety. In general, implementation grants from the program – which are the only grants that can be used for permanent construction – are geared toward areas with a history of crashes resulting in fatalities and serious injuries. McLean County Regional Planning Commission’s ongoing update of the Go:Safe McLean County Action Plan may help identify projects that would be suited for an implementation grant in the future, if persistent roadway safety problems exist. Implementation grant awards are typically between \$2.5 million to \$25 million per project. A 20% non-federal cost share is required.

#### US DOT Reconnecting Communities and Neighborhoods Grants

This program focuses on eliminating or mitigating transportation facilities that create barriers to community connectivity, access, or economic development. Eligible facilities include, among others, roads and highways. Capital grants can be used to improve access across a dividing facility or to build or improve Complete Streets. There is no minimum or maximum award, but a 20% local match may be required.

#### US HUD Community Development Block Grant (CDBG)

The City’s existing CDBG entitlement funds could be used for public facilities improvements, provided they primarily benefit or create jobs for low- and moderate-income residents. Eligible improvements include recreational facilities and parks, including “architectural design features and other treatments aimed at improving aesthetic quality (e.g., sculptures, fountains).” Maintenance and operating costs for public facilities are not eligible.

## Congressionally Directed Spending/Community Project Funding

- **US DOT Local Transportation Priorities Funding** – Federal funding that can be earmarked by members of Congress for capital projects or project-specific planning and design on surface transportation projects. A 20% match is required.
- **US HUD Economic Development Initiative Projects** – Federal account that can be “earmarked” by members of Congress for uses similar to CDBG.
- **American Rescue Plan Local Government Funds** – The COVID-19 relief funds directed to states and local governments under the American Rescue Plan can be used for road, water, and sewer infrastructure improvements. These funds must be obligated or under contract by December 31, 2024 and spent by December 31, 2026.



### State Programs

#### Illinois Transportation Enhancement Program (ITEP)

ITEP is a bi-annual surface transportation grant program that can be used for a broad range of infrastructure improvements. These improvements include roadway upgrades, streetscapes, historic preservation of historic transportation facilities, and bike/ped infrastructure, among others. The ITEP carries a maximum award of \$2 million per project.

#### Open Space Lands Acquisition and Development Grant (OSLAD)

This state program provides funding for local governments for acquisition or development of land of public parks and open space. Eligible projects include the development of things such as playground facilities, park roads or paths, amphitheaters, band shells, and other park developments. The program awards up to \$1.725 million for land acquisition projects and \$600,000 for development & renovation projects.

#### State Line Items

Funding can be “earmarked” by state legislators for economic development projects or other uses as part of the capital appropriations process. Funds are typically flexible but must be identified by a legislator as a priority in their district. These line items are typically under \$3 million in years when a larger, multi-year capital bill passes and smaller in other years.

#### Rebuild Downtowns & Main Streets Capital Program

This state-funded infrastructure program supports improvements and encourages investment in downtowns that have experienced disinvestment, particularly in communities hardest hit by COVID-19. The program funds capital projects including the new construction or rehabilitation of roads, parking, sidewalks, bike paths, or other public spaces including parks and mixed-use or transit-oriented developments. The only round of grants from this program to date was awarded in 2023. However, if additional funding is made available, Bloomington would likely compete well. Awards in the 2023 round were between \$250,000 and \$3 million per project.



## Private Funding Options

### Corporate Sponsorships

There are several locations in the Downtown for Everyone Streetscape Concept that may be attractive to corporate sponsors. Naming rights (for the “North Main Plaza” for example) may be exchanged for partial or complete funding from the corporate entity.

### Private Development

As major private developments are attracted to Downtown Bloomington (a new hotel for example), the resulting construction disturbance of the adjacent streets will provide an opportunity for the developer to share in the costs of the streetscaping improvements or perhaps fully bear them, depending on the nature of any development agreements.

### Public Private Partnerships

Public Private Partnerships (or PPPs) make large-scale government projects possible. PPPs involve a collaboration between a private entity and, in this case, the City of Bloomington, to finance Streetscaping projects. Typically, private capital financing of the project is provided in exchange for future taxpayer revenue to cover the private entity’s profit requirements. Many significant infrastructure projects around the country have been constructed that would not have been possible without the involvement of a PPP.

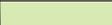
This is not an exhaustive list of potential funding sources, as other funding options may become available in the future.

# 09 Drawings

# 09 Drawings

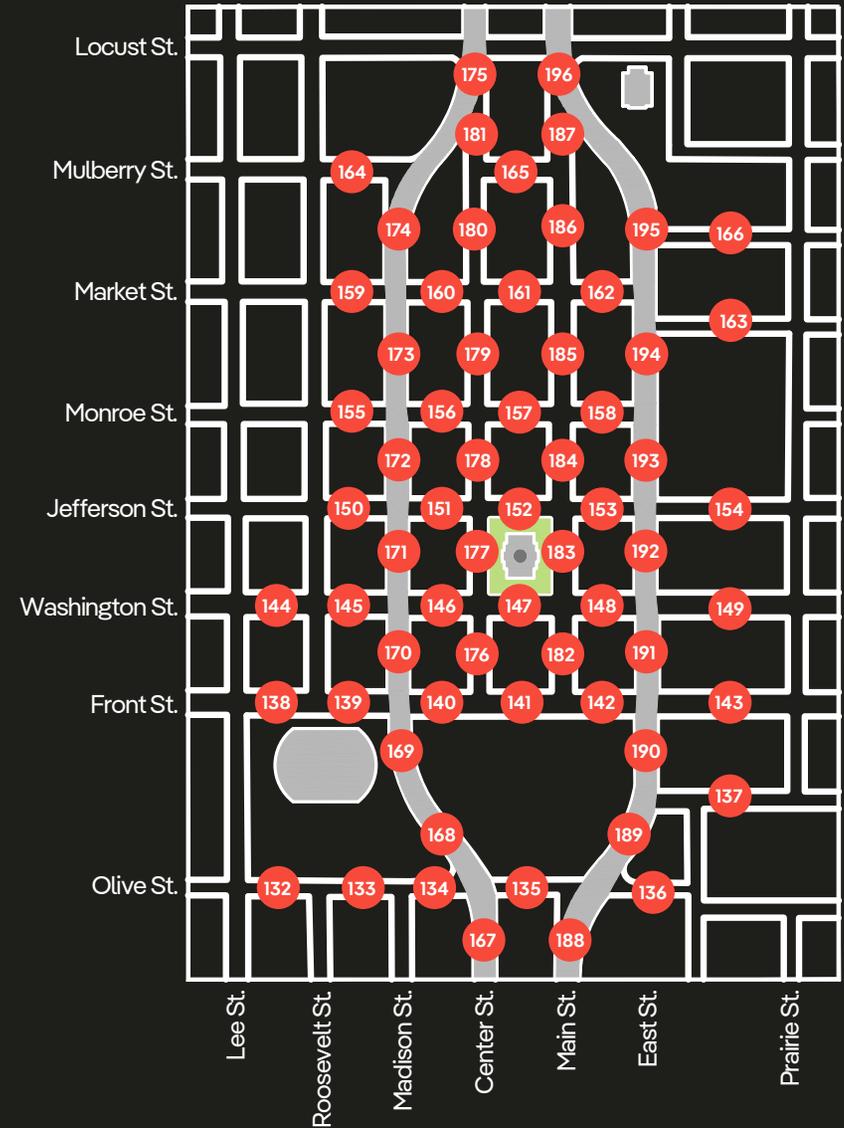
The final Chapter of the Report provides drawings for every block in the Downtown Bloomington study area. The drawings are the culmination of the many design iterations, discussions with key stakeholders, and feedback from the public-discussed at length in the prior Chapters of the Report. The drawings are representative of a high level of planning, not of a detailed design – as such, the location of individual benches, trash containers, etc. shown on the drawings is approximate only and will be refined during future stages of the Program.

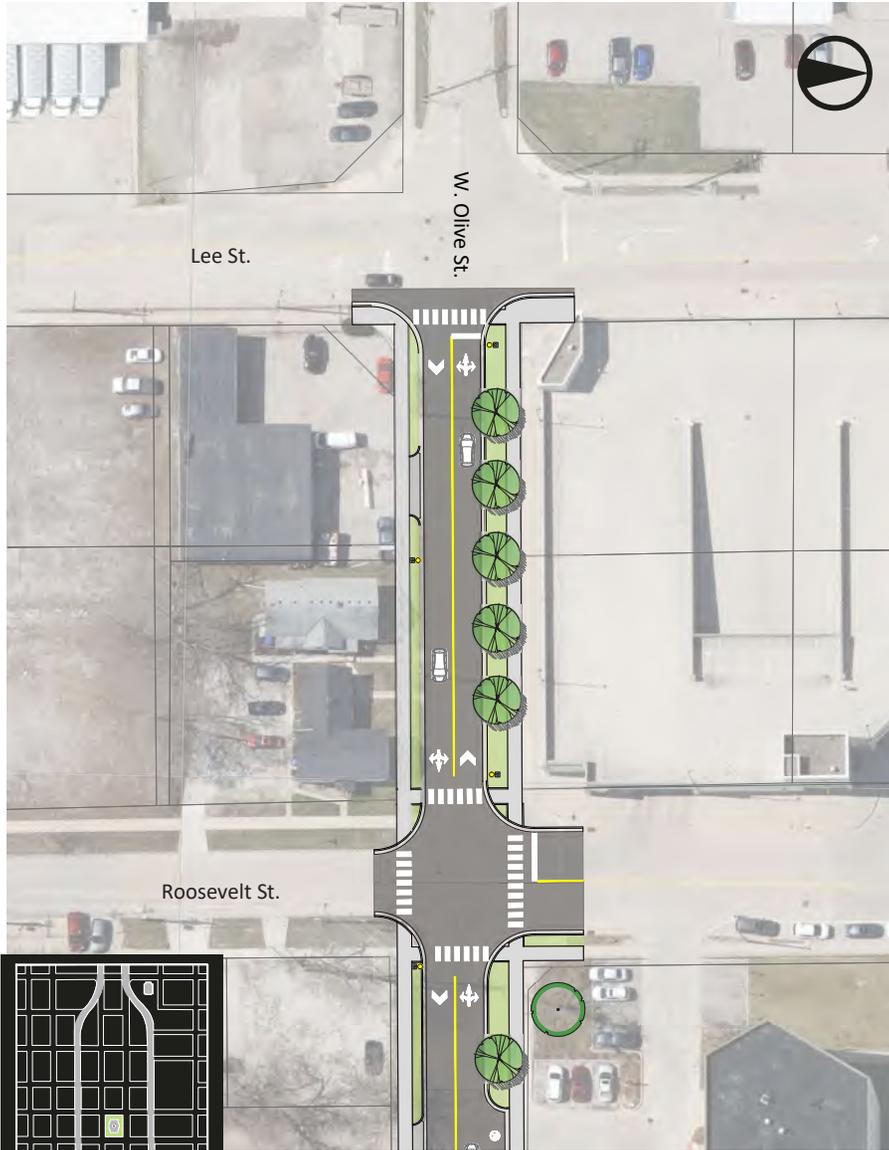
## LEGEND

	5-Globe Light - Modernized		Concrete Sidewalk
	1-Globe Light - Relocated		Concrete Crosswalk
	Pedestrian Light - 15' fixture mounting ht.		Brick Pavers (Pedestrian Areas), Running Bond Pattern
	Area Light - 25' mounting ht.		Permeable Pavers (Parking Areas), Herringbone Pattern
	Existing Traffic Signals		Asphalt Pavement
	Sculpture / Interpretive Element		Conc. Driveway Pavement
	Bollard (Removable or Retractable)		Invisible Sub-grate for Tree
	Bench - Relocated		Existing Tree
	Bench - New		Shade Tree
	Trash Receptacle - Relocated		Evergreen Tree
	Trash Receptacle - New		Plant Bed
	Trash Containers		Turf Grass
	Planter - Circular		Existing Overhead Gateway Sign
	Planter - Rectangular		Existing Wayfinding Sign
	Table and Chairs		
	Flex Lane Overhead Sign		
	Flagpole		
	Bicycle Rack		
	Stop Sign		
	Bags Board		
	Site Wall		
	Site Wall with Lights		

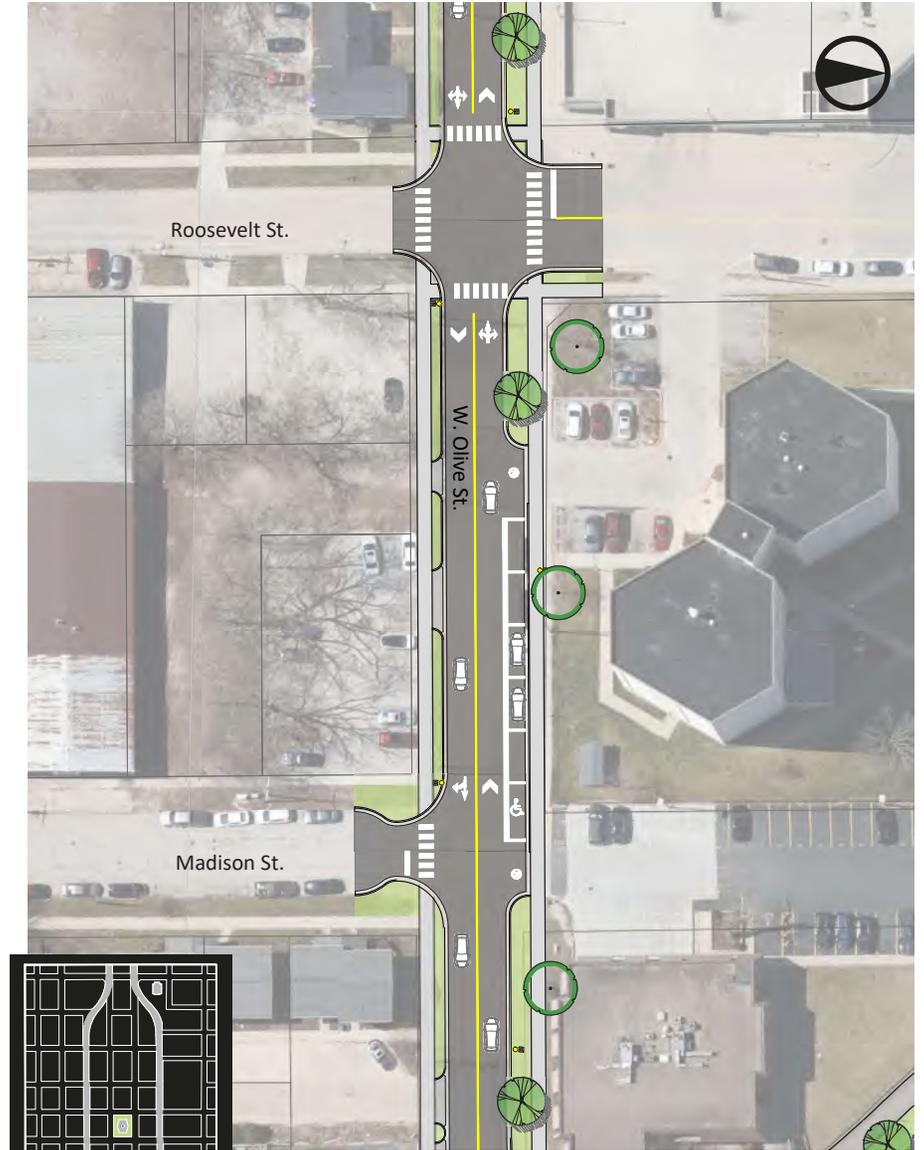
# INDEX

- 132 W. Olive Street - 400 | Lee St. To Roosevelt St.
- 133 W. Olive Street - 300 | Roosevelt St. To Madison St.
- 134 W. Olive Street - 200 | Madison St. To Center St.
- 135 W. Olive Street - 100 | Center St. To Main St.
- 136 E. Olive Street - 100 | Main St. To East St.
- 137 E. Grove Street - 200 | East St. To Prairie St.
- 138 W. Front Street - 400 | Lee St. To Roosevelt St.
- 139 W. Front Street - 300 | Roosevelt St. To Madison St.
- 140 W. Front Street - 200 | Madison St. To Center St.
- 141 W. Front Street - 100 | Center St. To Main St.
- 142 E. Front Street - 100 | Main St. To East St.
- 143 E. Front Street - 200 | East St. To Prairie St.
- 144 W. Washington Street - 400 | Lee St. To Roosevelt St.
- 145 W. Washington Street - 300 | Roosevelt St. To Madison St.
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- 148 E. Washington Street - 100 | Main St. To East St.
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- 151 W. Jefferson Street - 200 | Madison St. To Center St.
- 152 W. Jefferson Street - 100 | Center St. To Main St.
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- 154 E. Jefferson Street - 200 | East St. To Prairie St.
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- 159 W. Market Street - 300 | Roosevelt St. To Madison St.
- 160 W. Market Street - 200 | Madison St. To Center St.
- 161 W. Market Street - 100 | Center St. To Main St.
- 162 E. Market Street - 100 | Main St. To East St.
- 163 E. Market Street - 200 | East St. To Prairie St.
- 164 W. Mulberry Street - 300 | Roosevelt St. To Madison St.
- 165 W. Mulberry Street - 100 | Center St. To Main St.
- 166 E. Douglas Street - 200 | East St. To Prairie St.
- 167 S. Madison Street - 300 | Kentucky Alley To Olive St.
- 168 S. Madison Street - 200 | Olive St. To Grove St.
- 169 S. Madison Street - 100 | Grove St. To Front St.
- 170 N. Madison Street - 100 | Front St. To Washington St.
- 171 N. Madison Street - 200 | Washington St. To Jefferson St.
- 172 N. Madison Street - 300 | Jefferson St. To Monroe St.
- 173 N. Madison Street - 400 | Monroe St. To Market St.
- 174 N. Madison Street - 500 | Market St. To Mulberry St.
- 175 N. Madison Street - 600 | Mulberry St. To Locust St.
- 176 N. Center Street - 100 | Front St. To Washington St.
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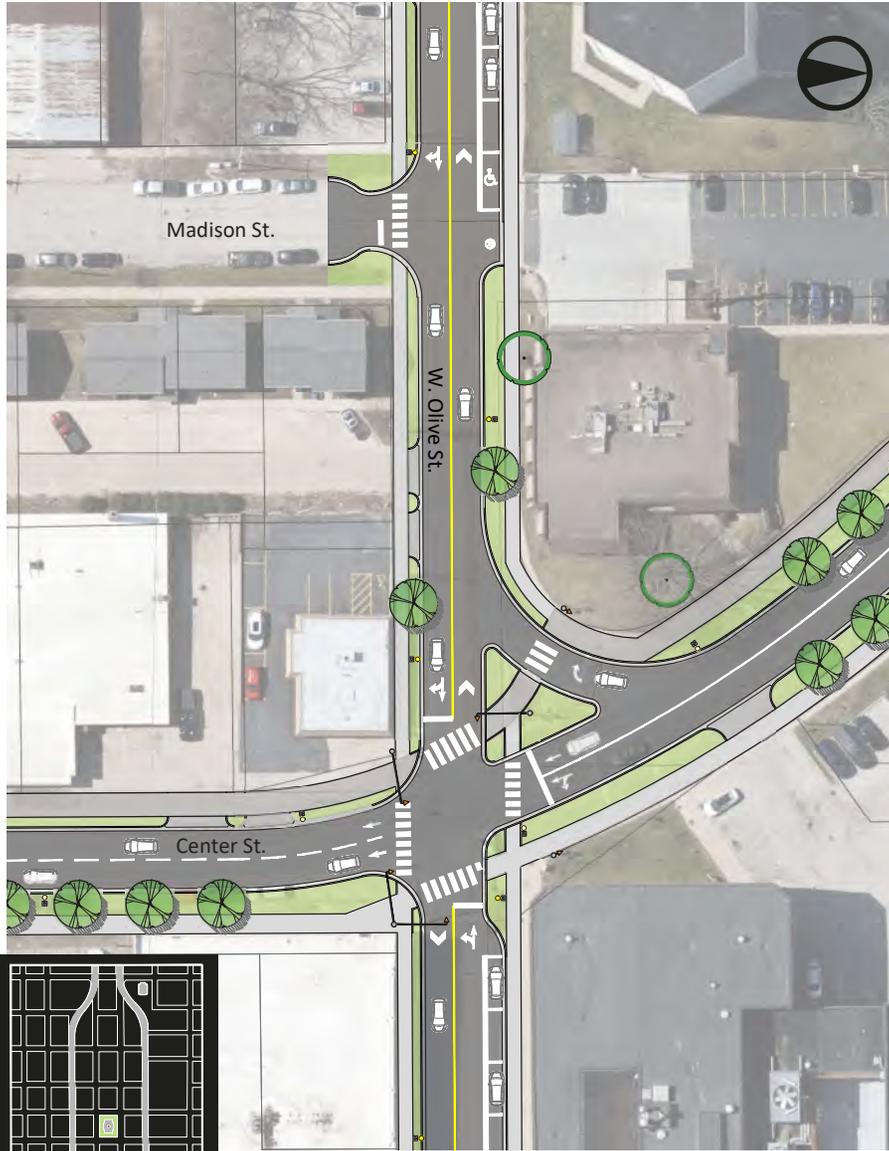




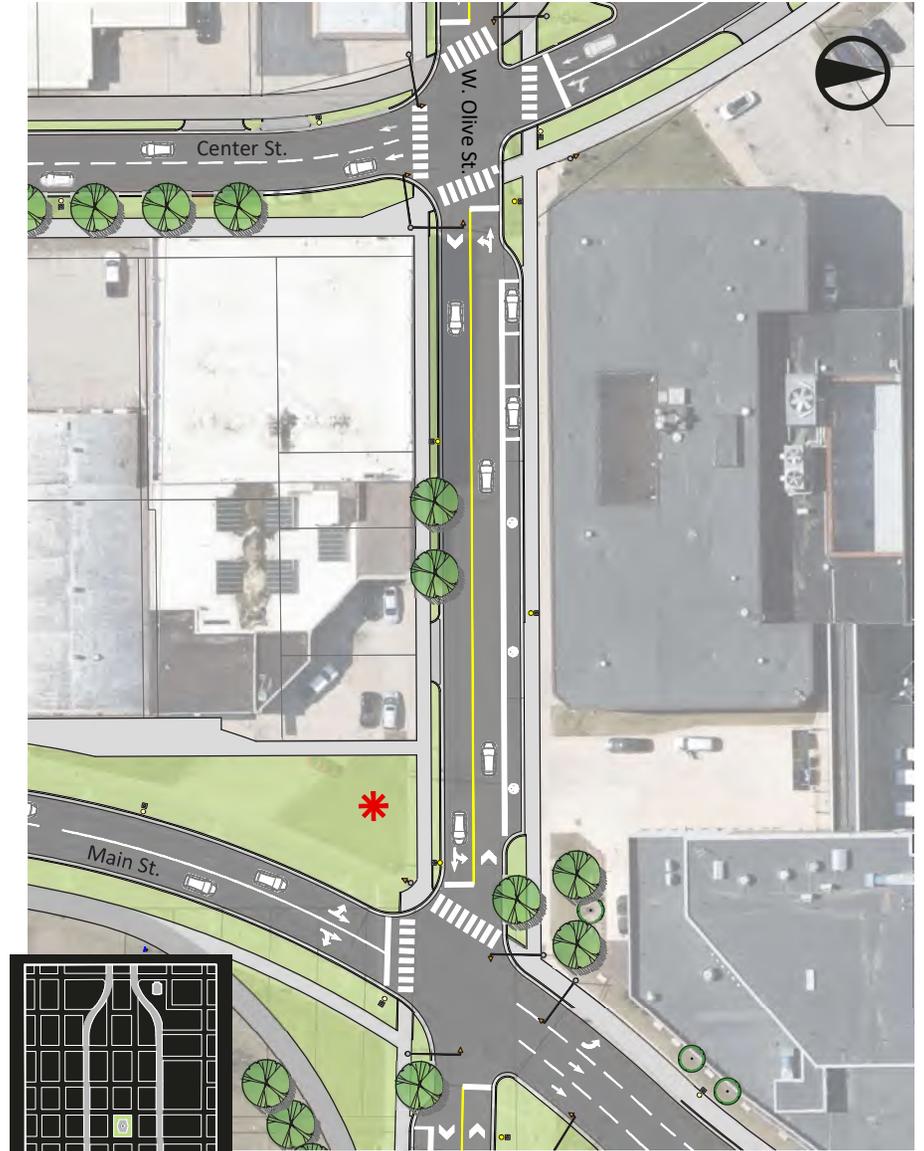
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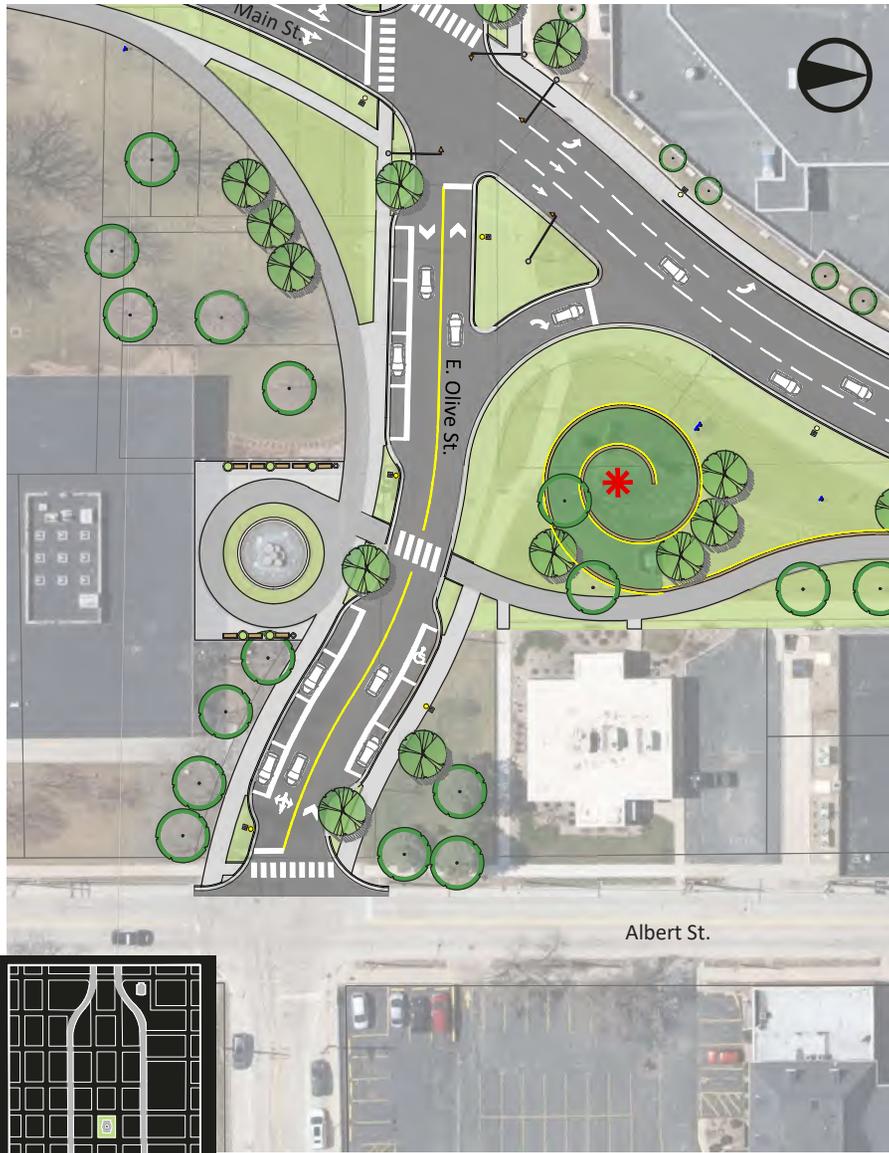
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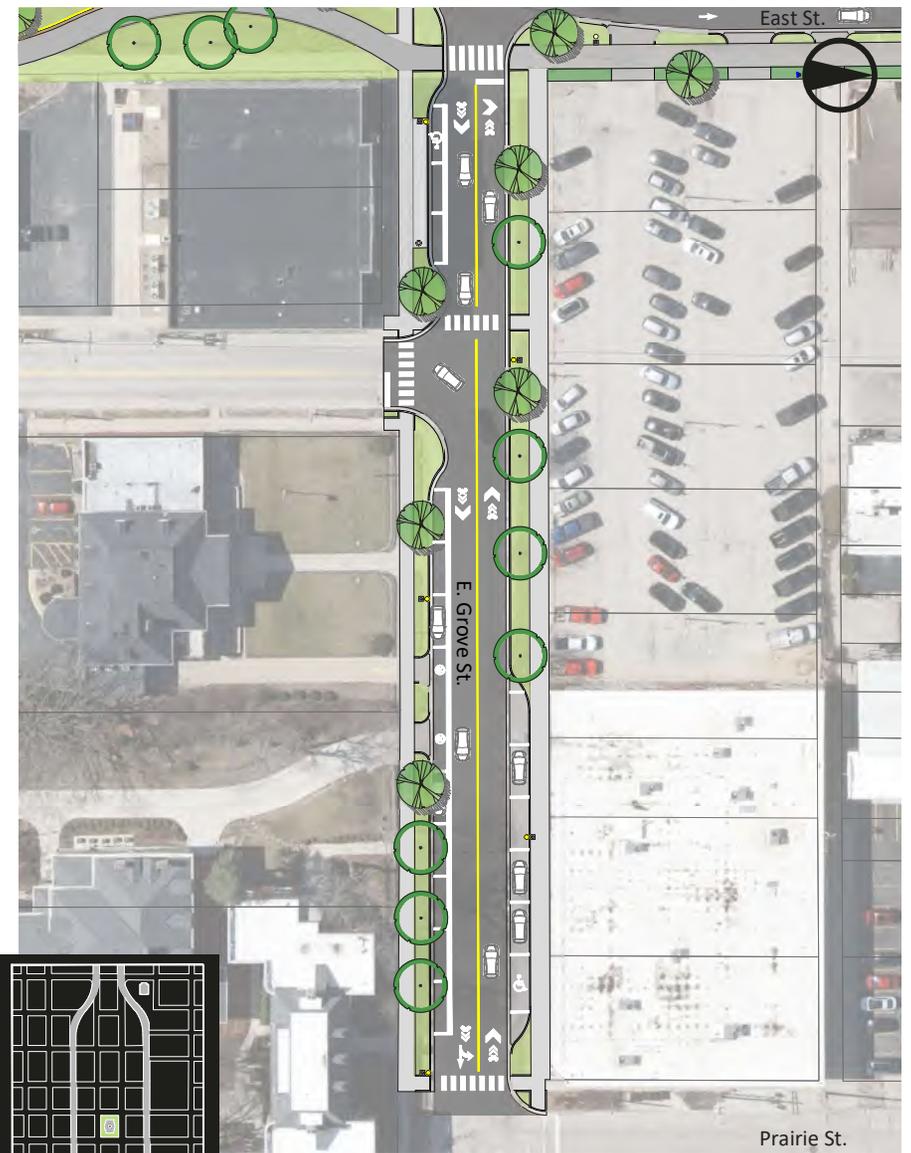
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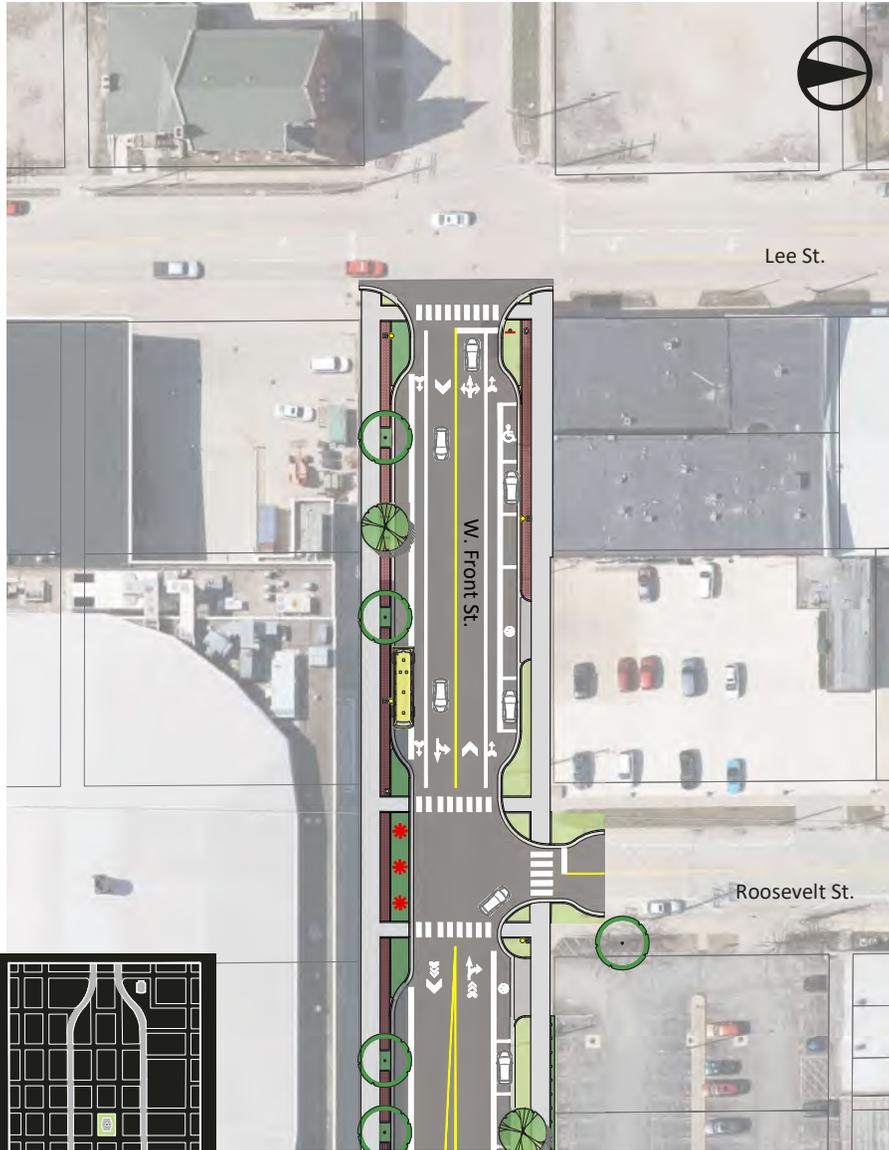
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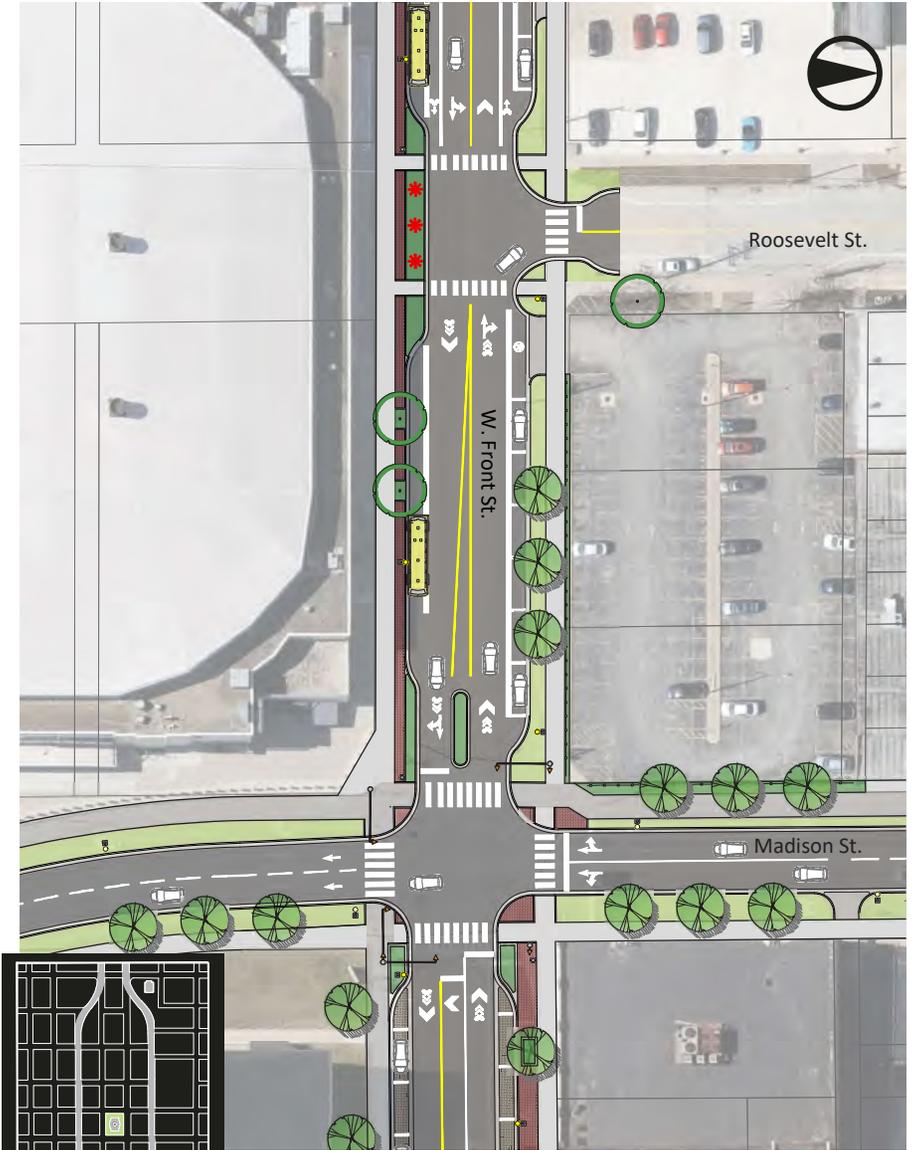
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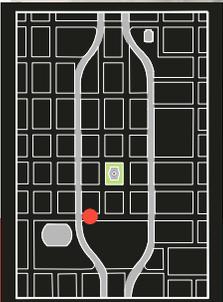
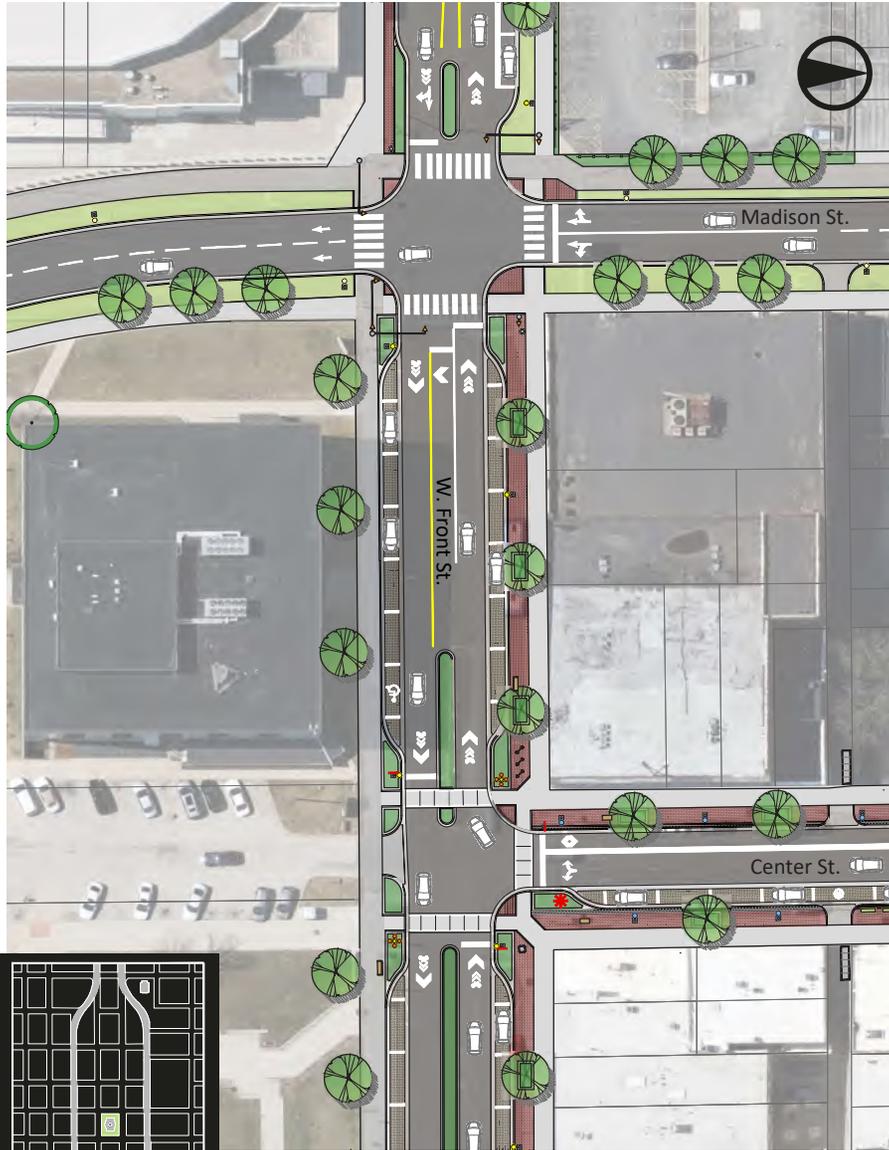
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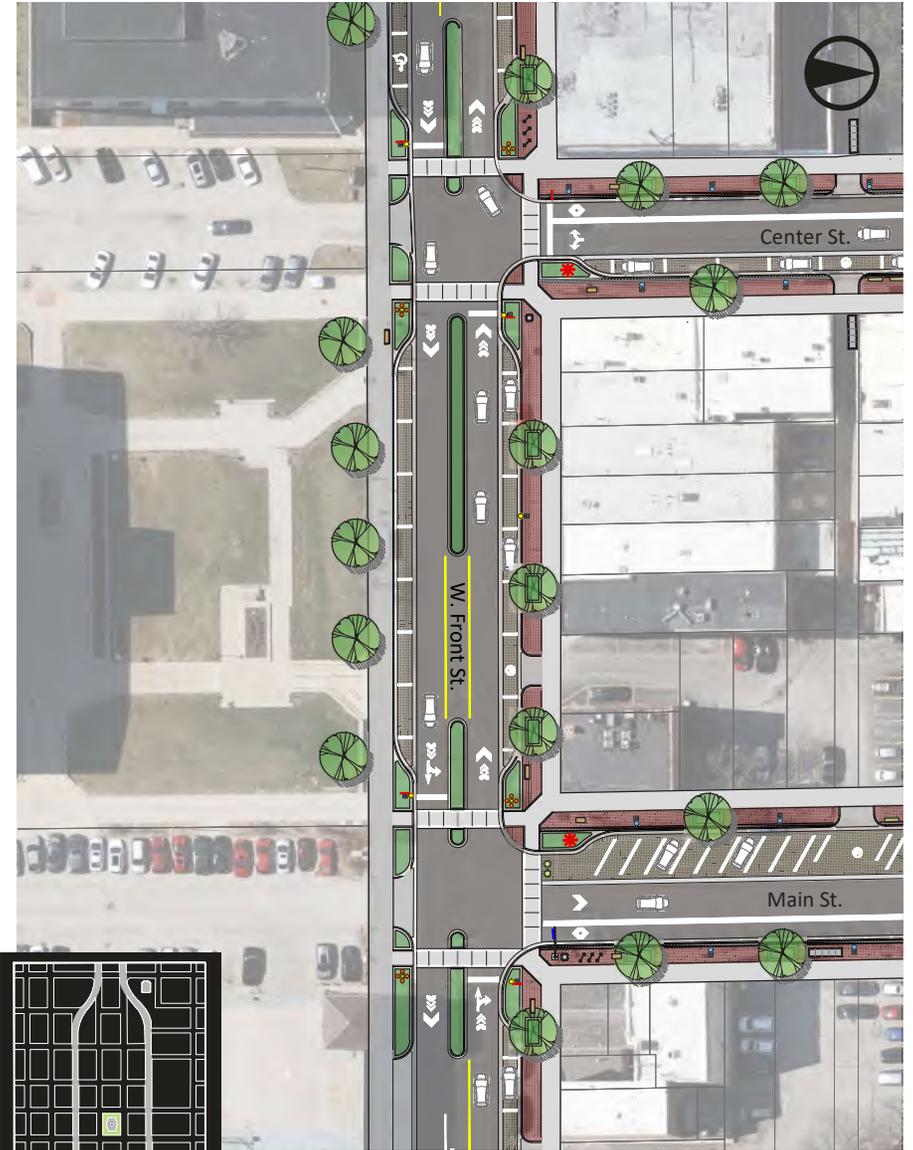
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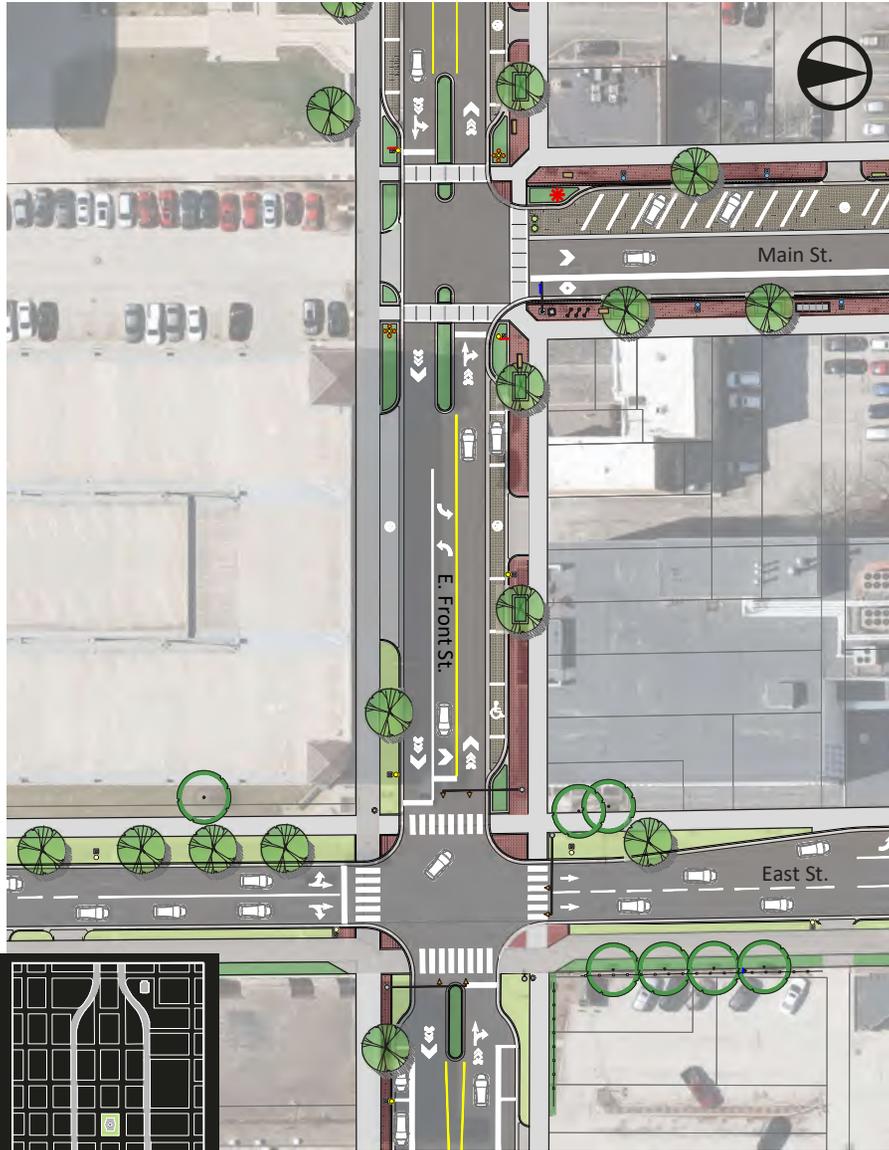
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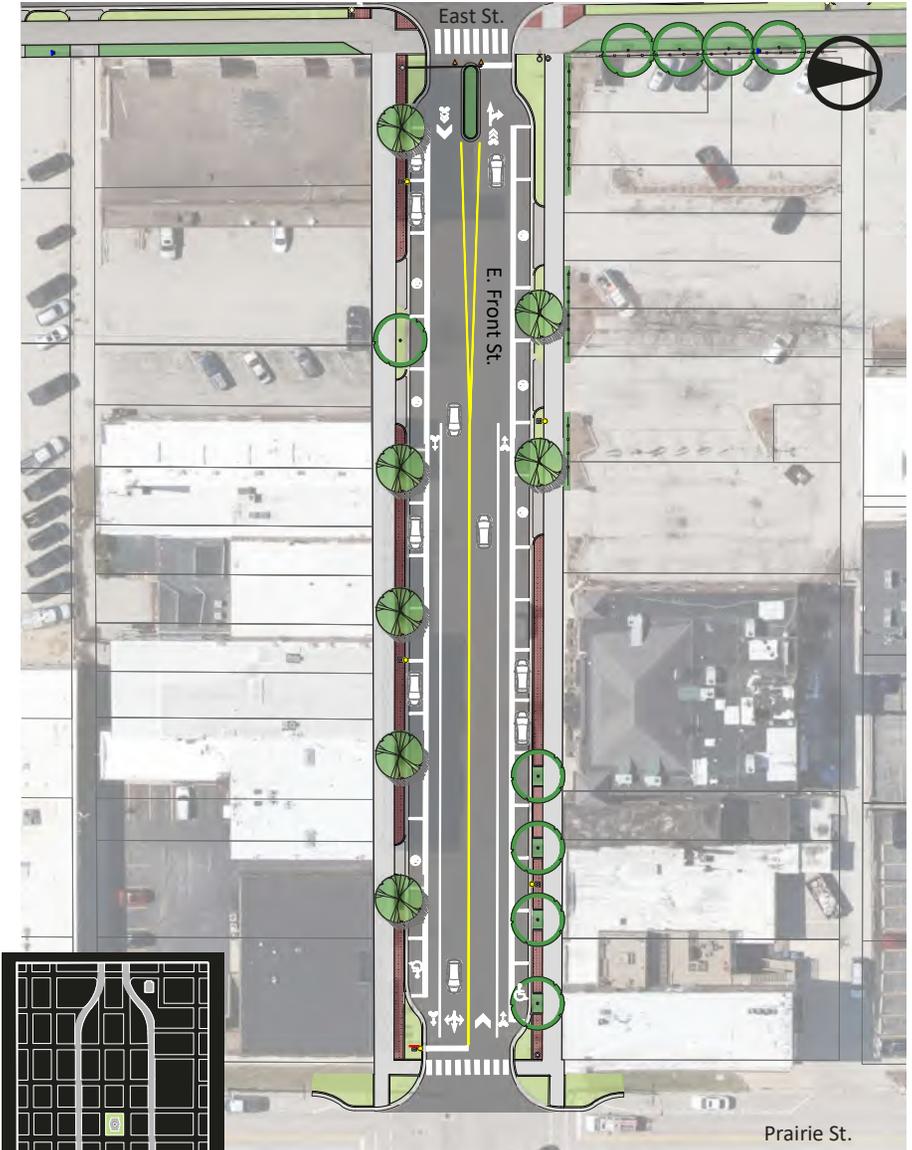
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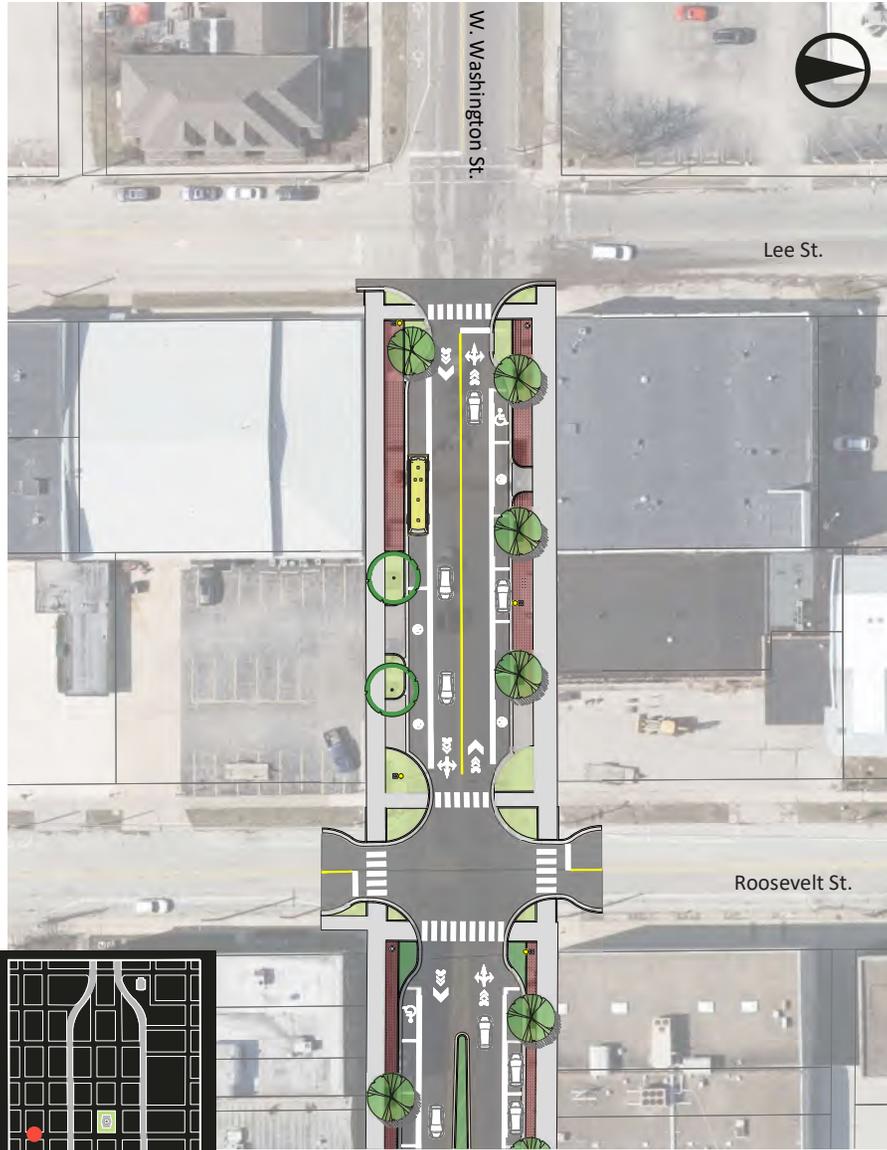
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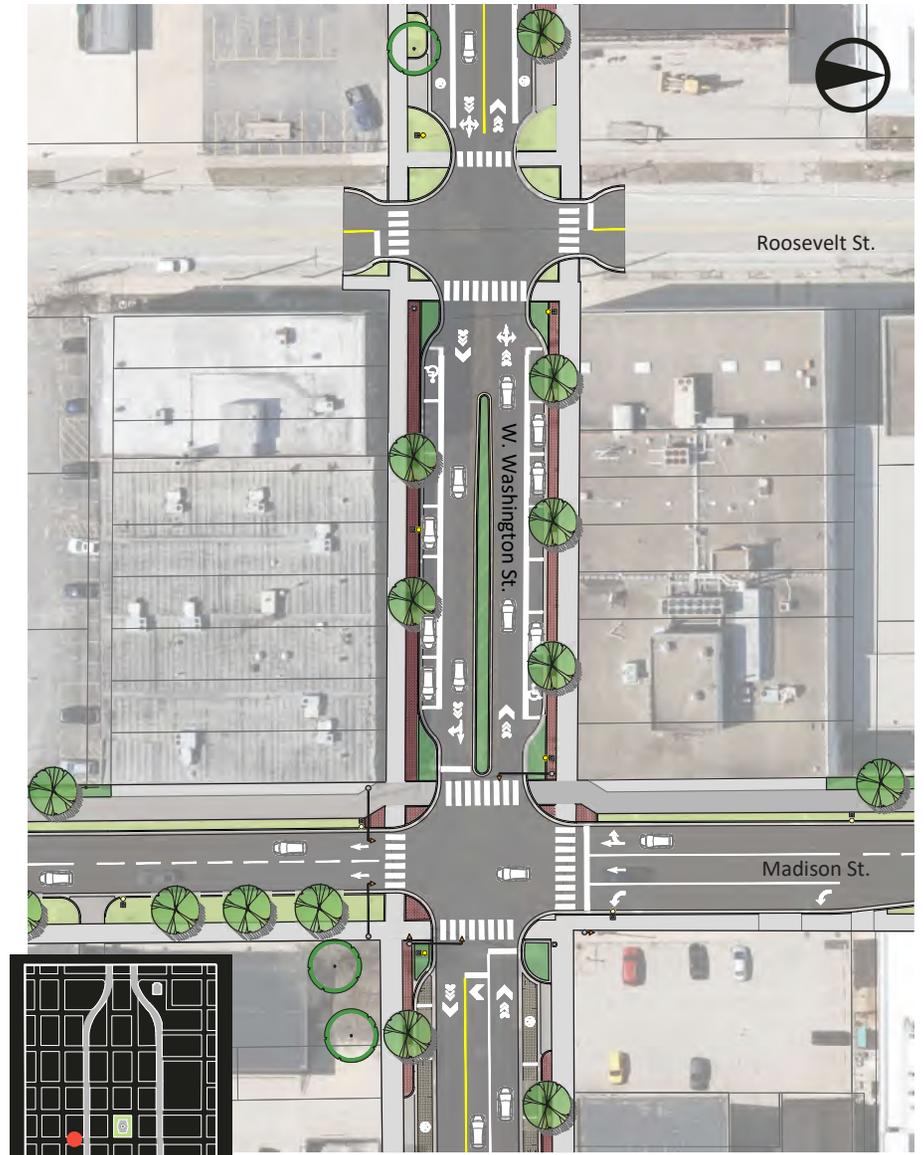
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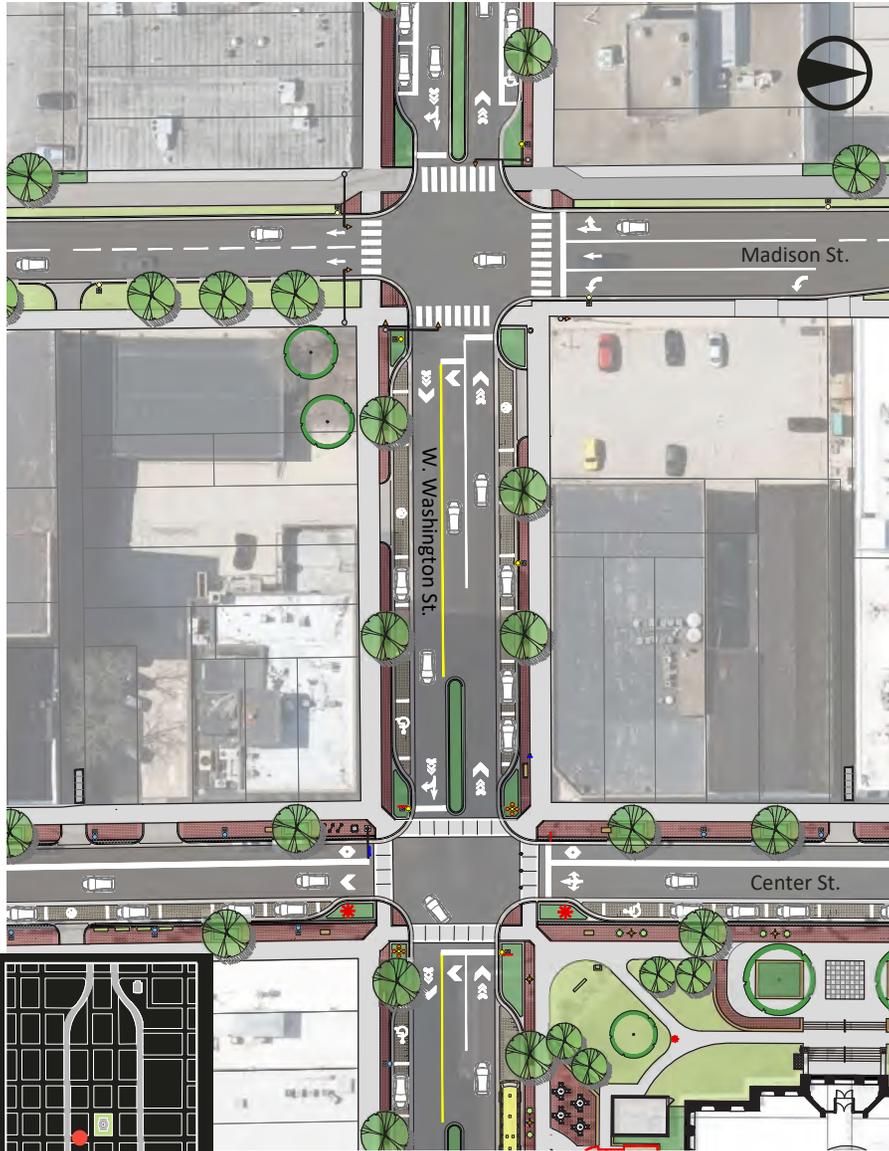
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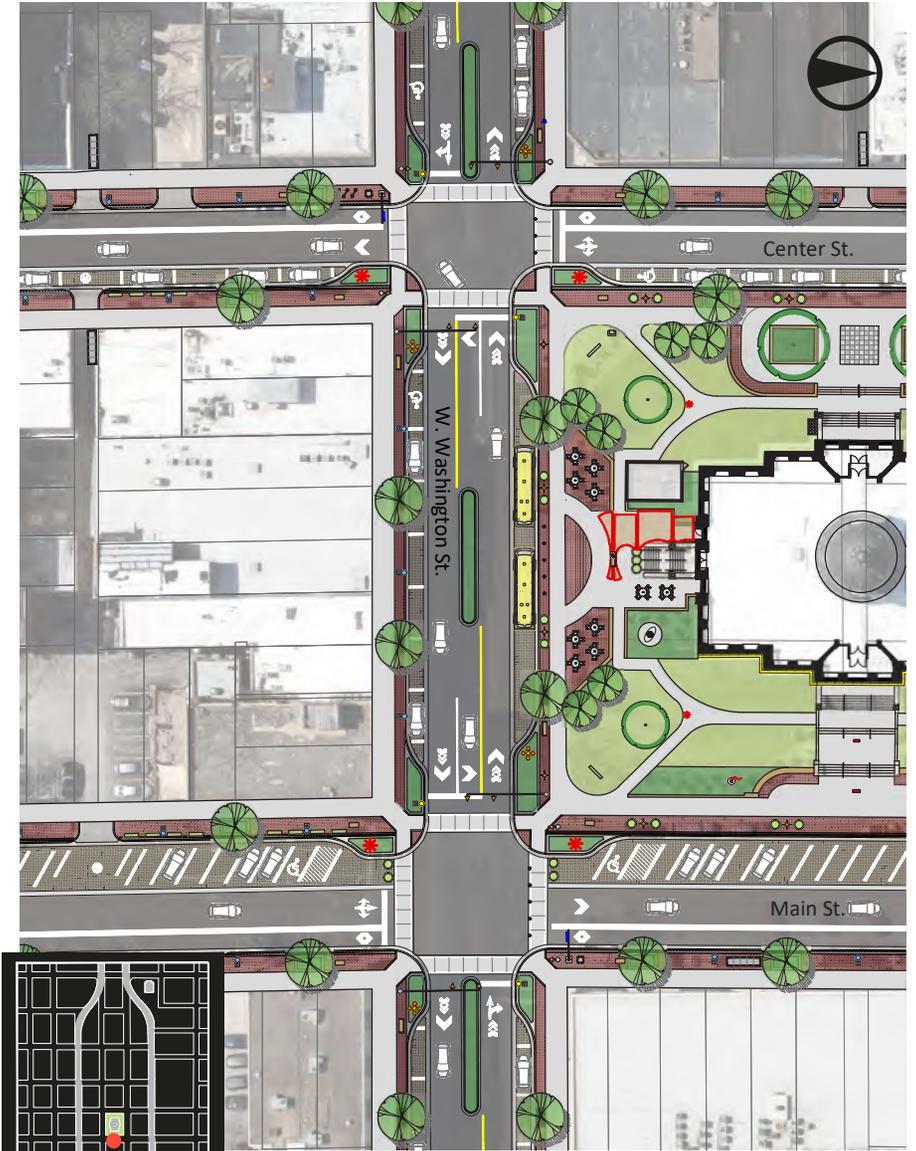
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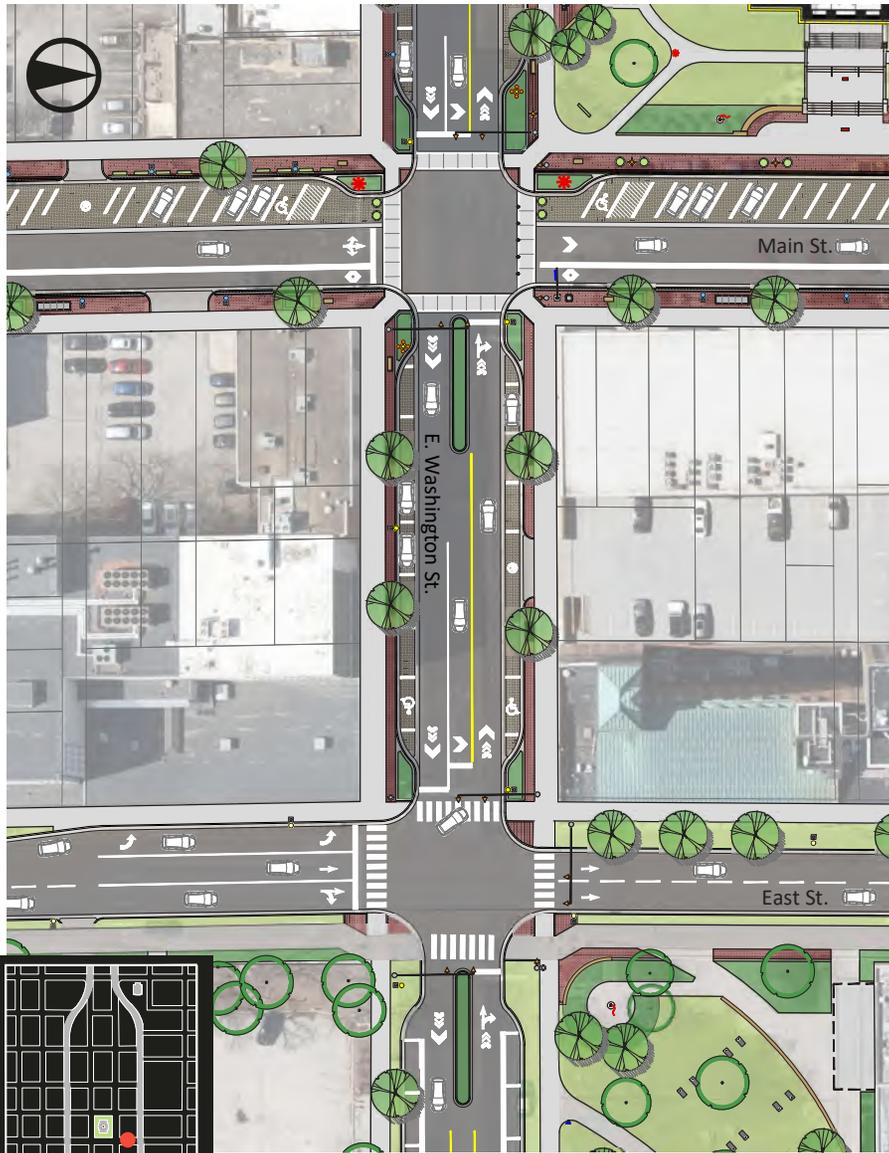
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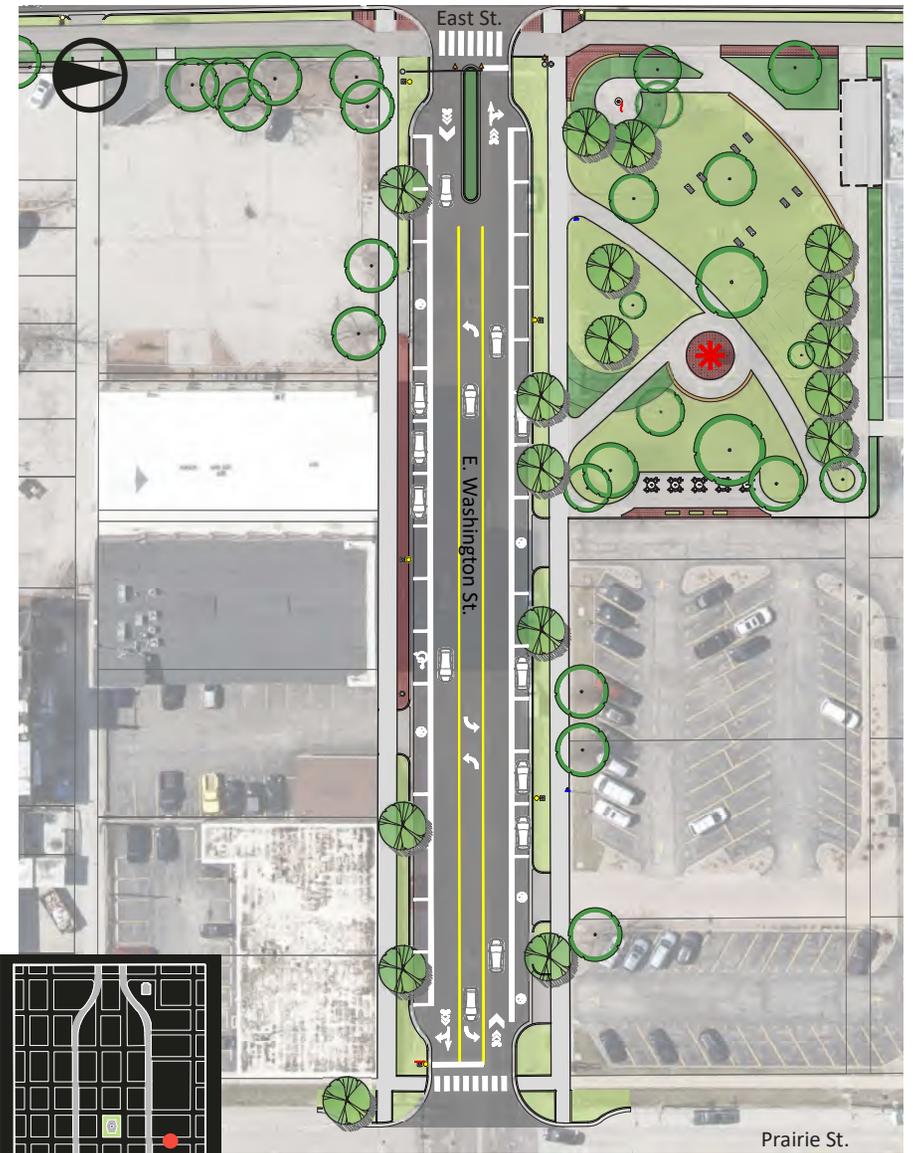
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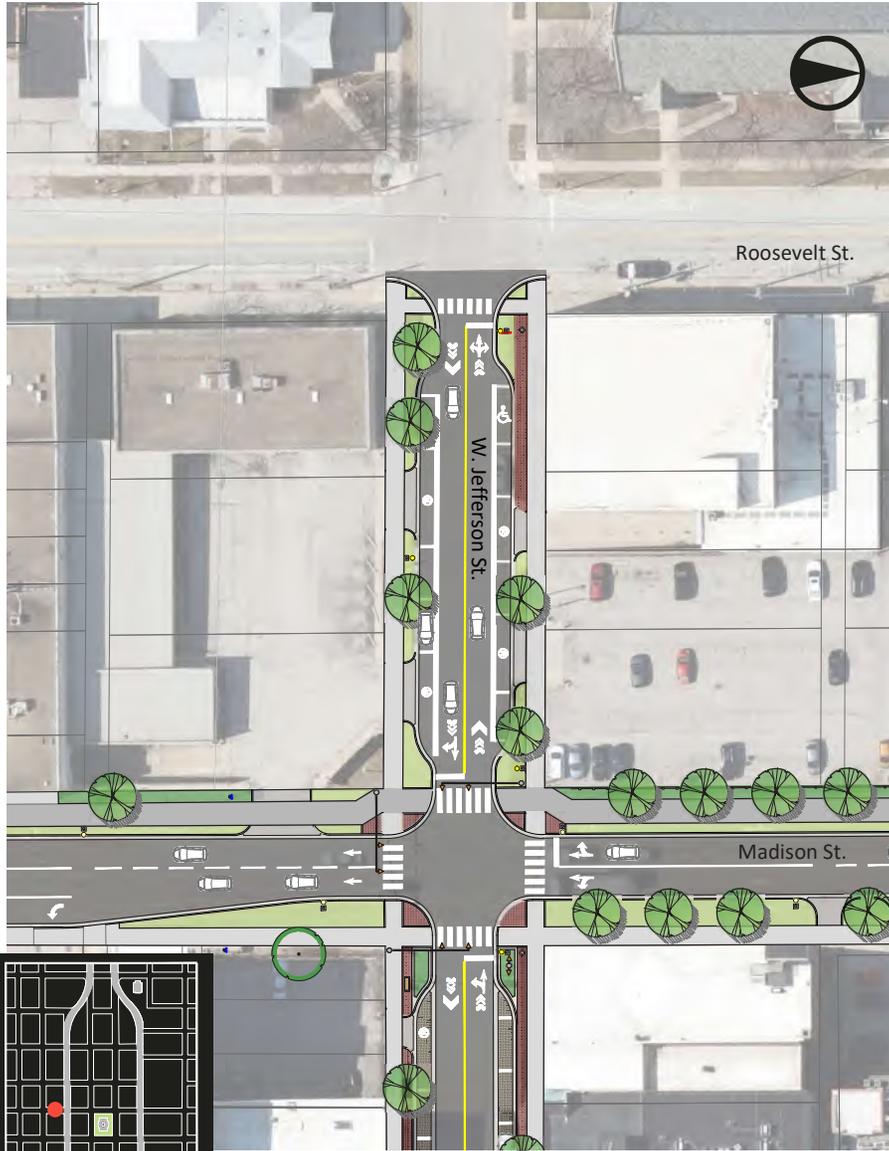
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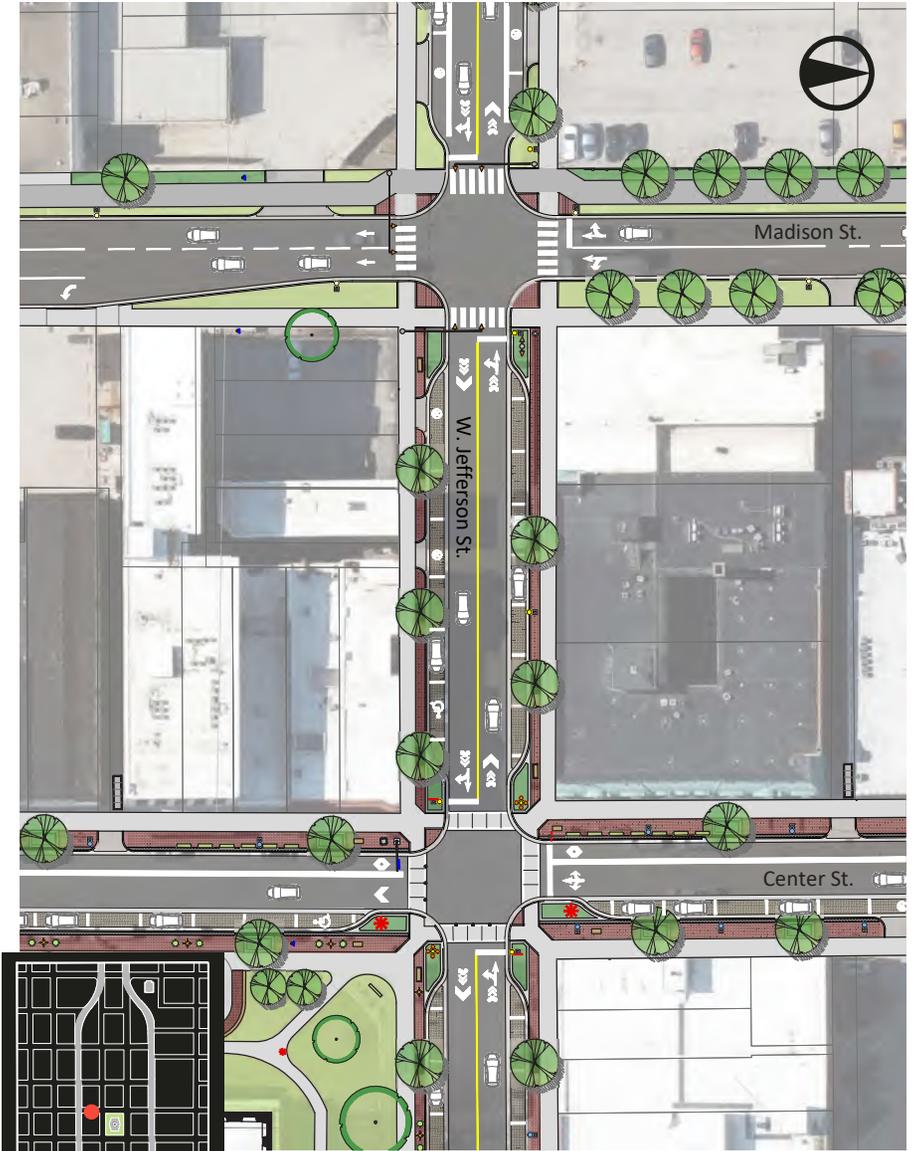
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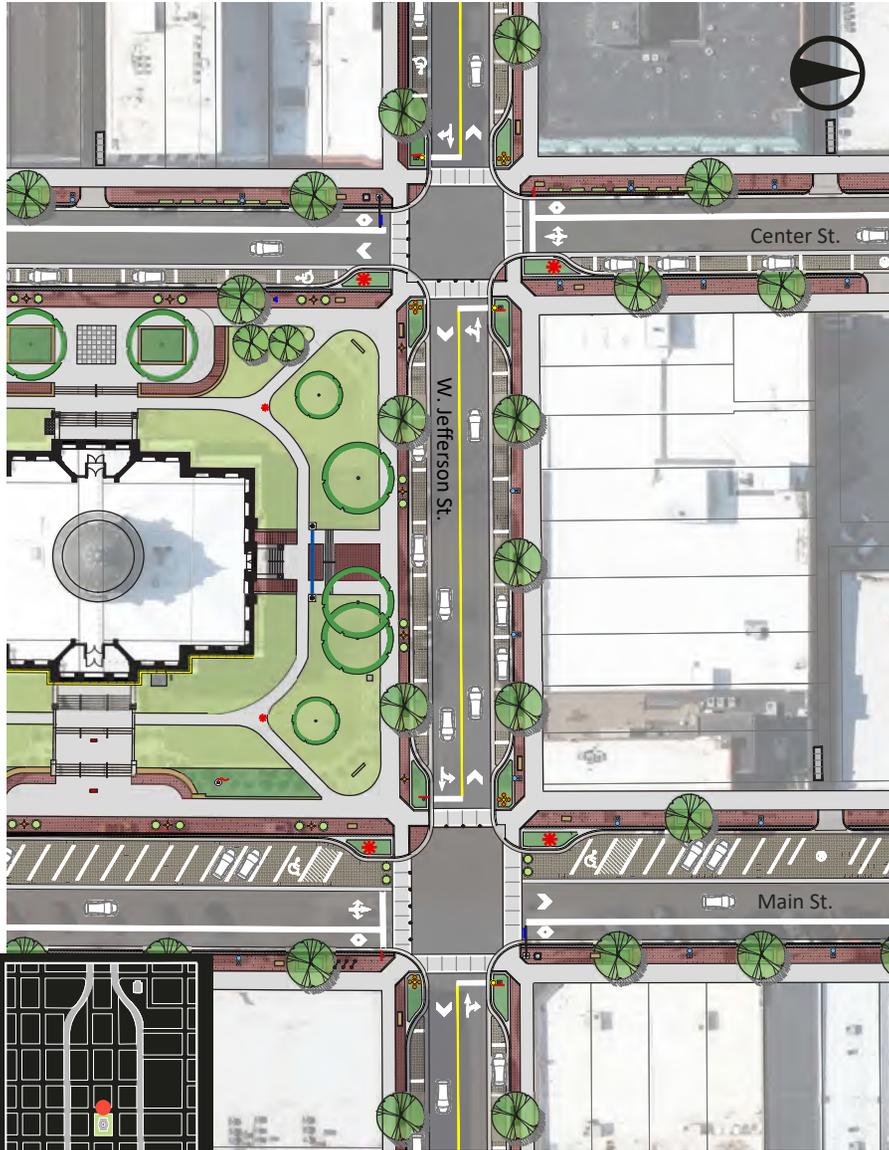
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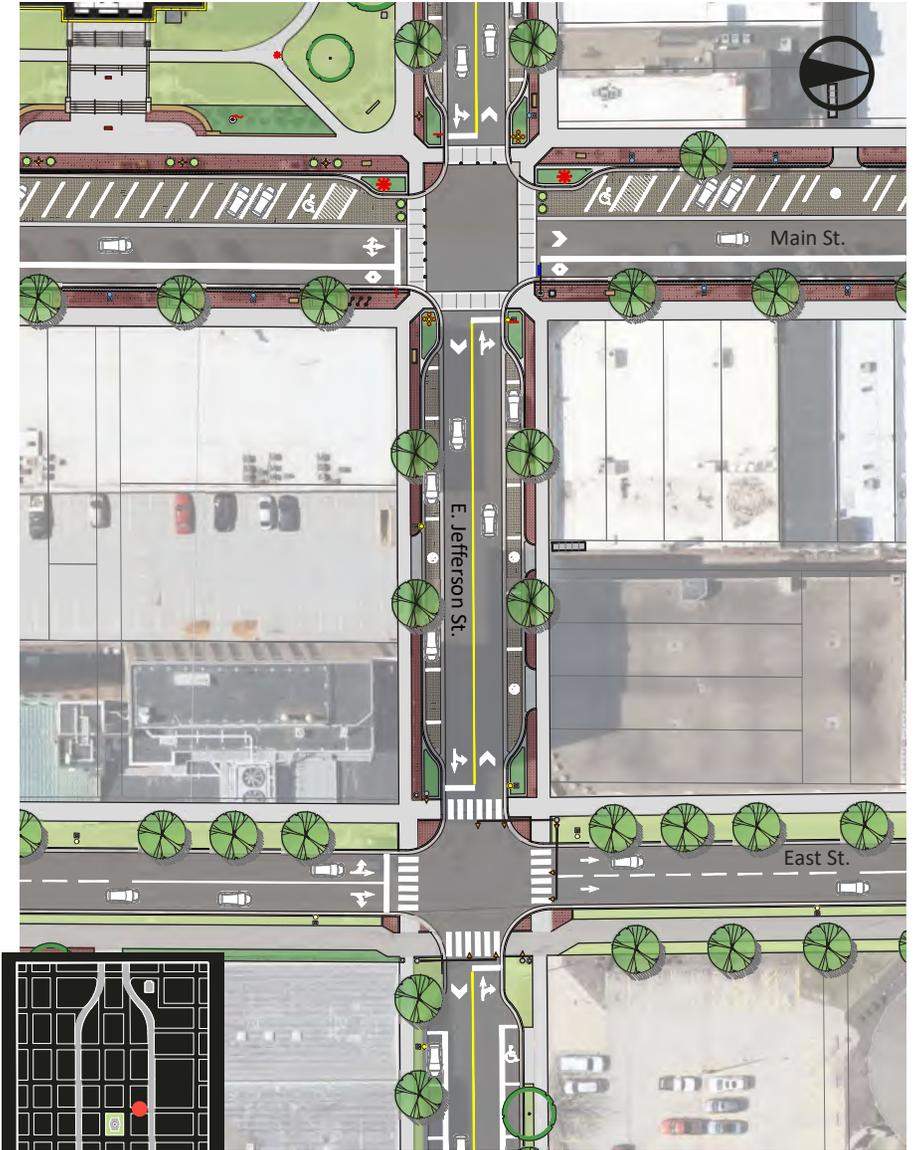
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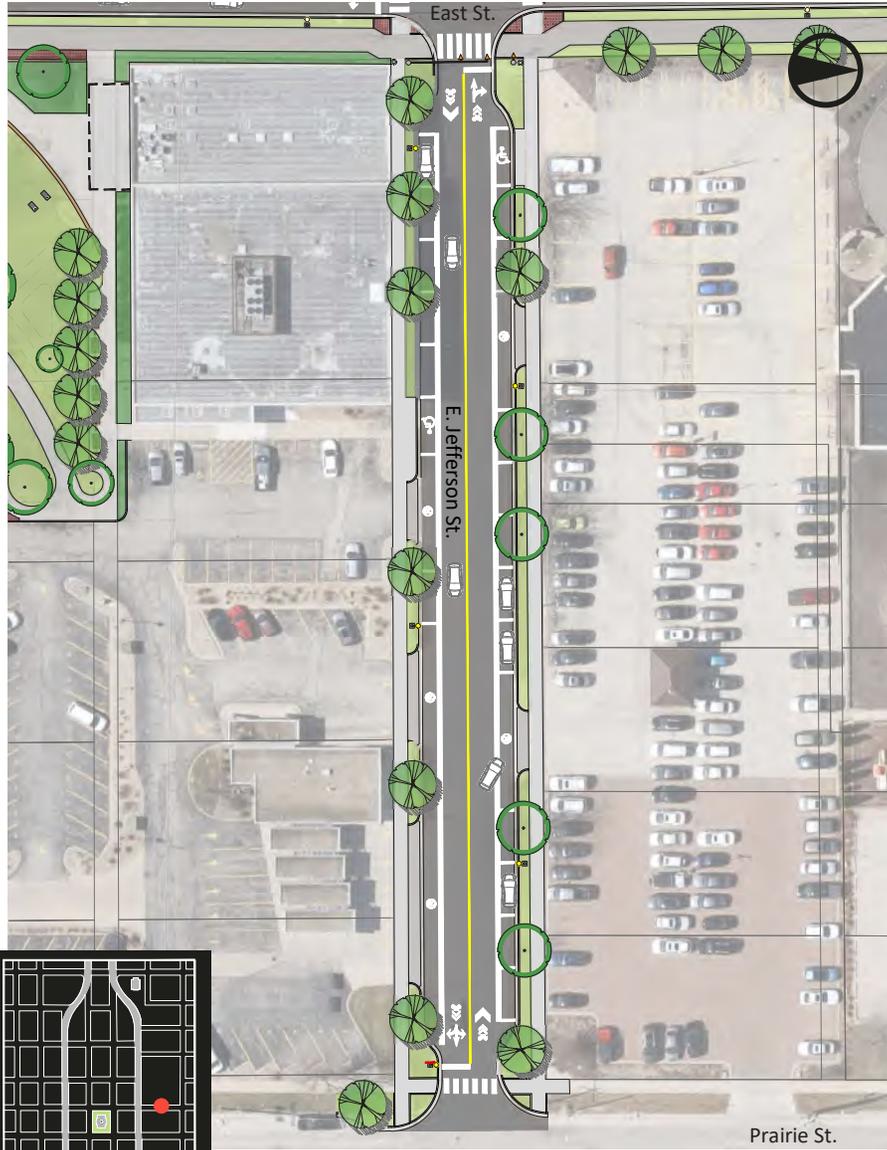
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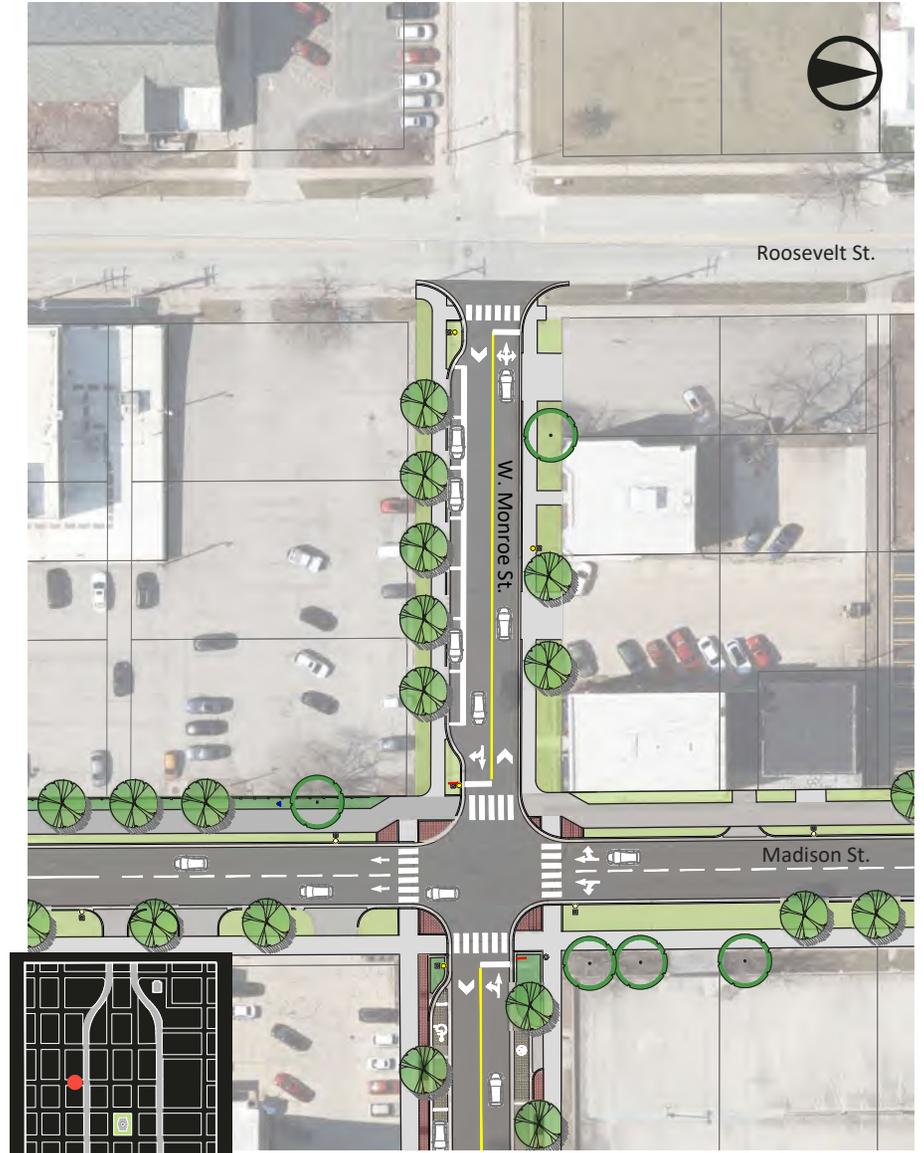
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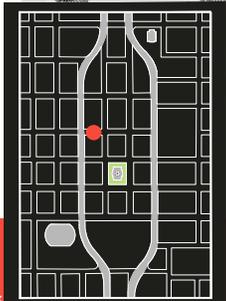
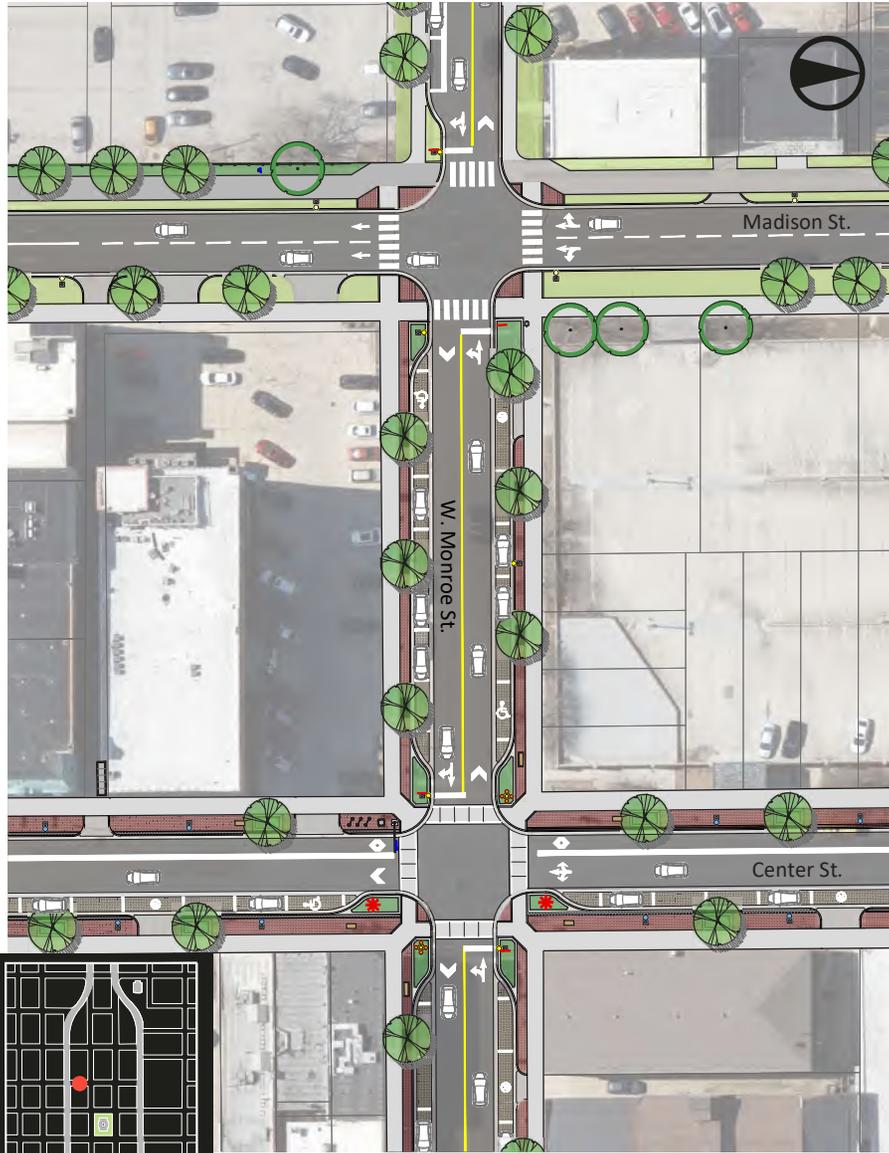
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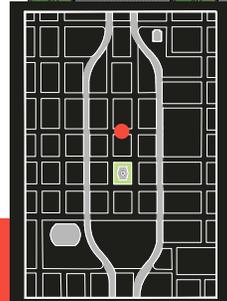
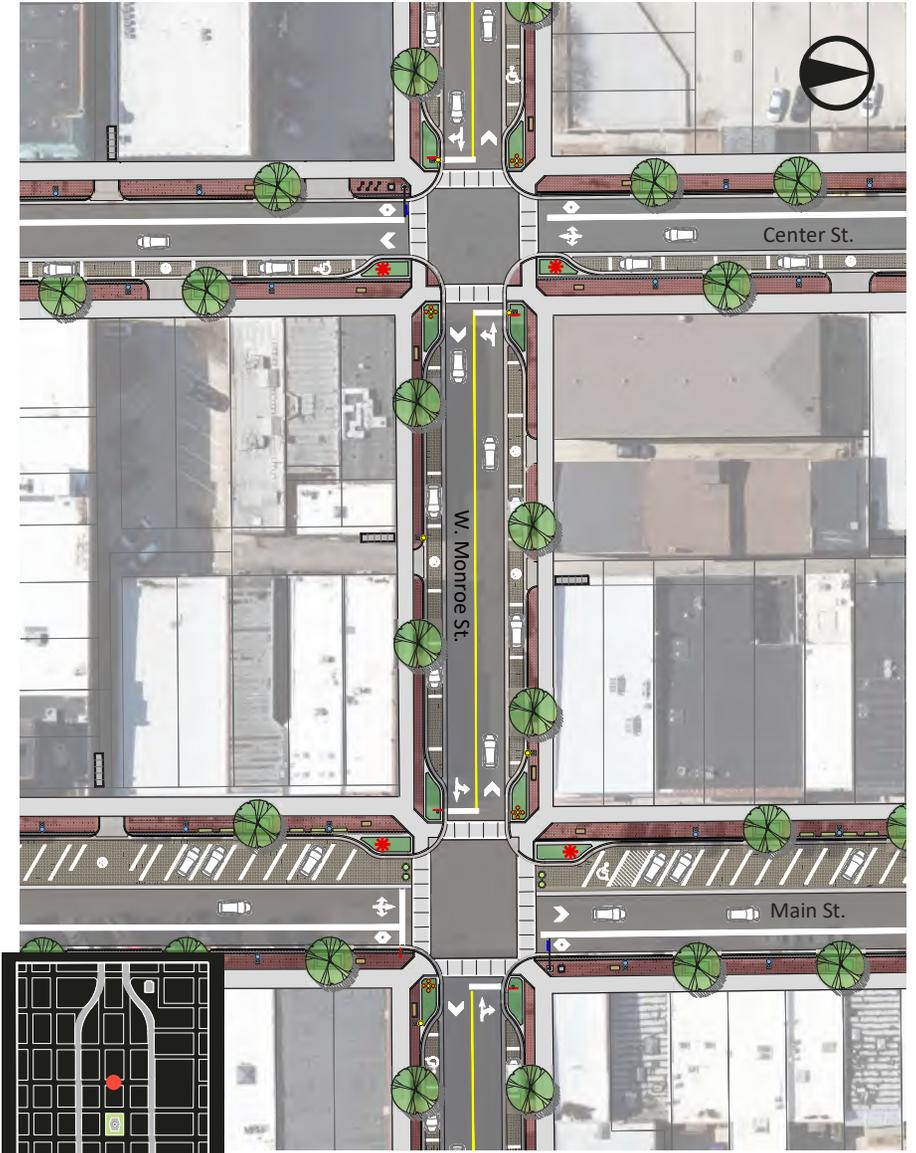
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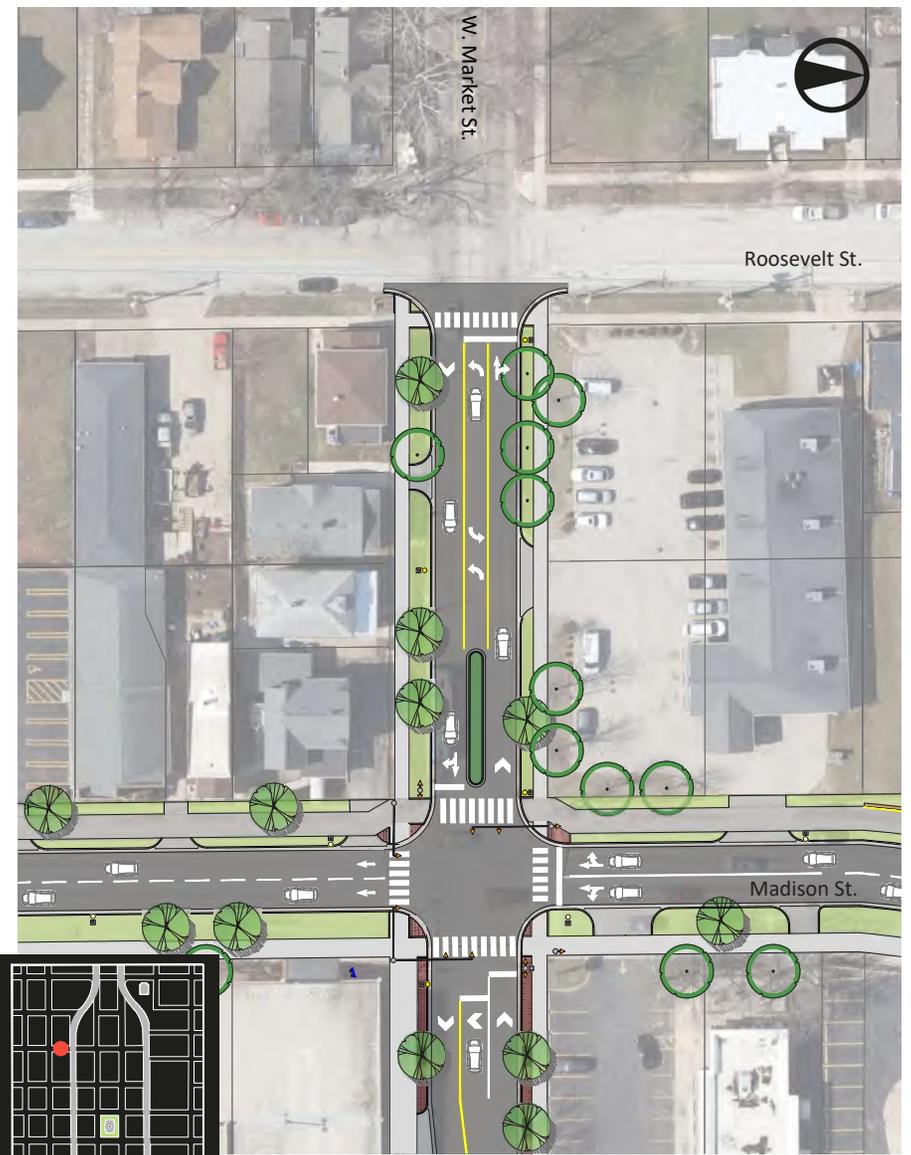
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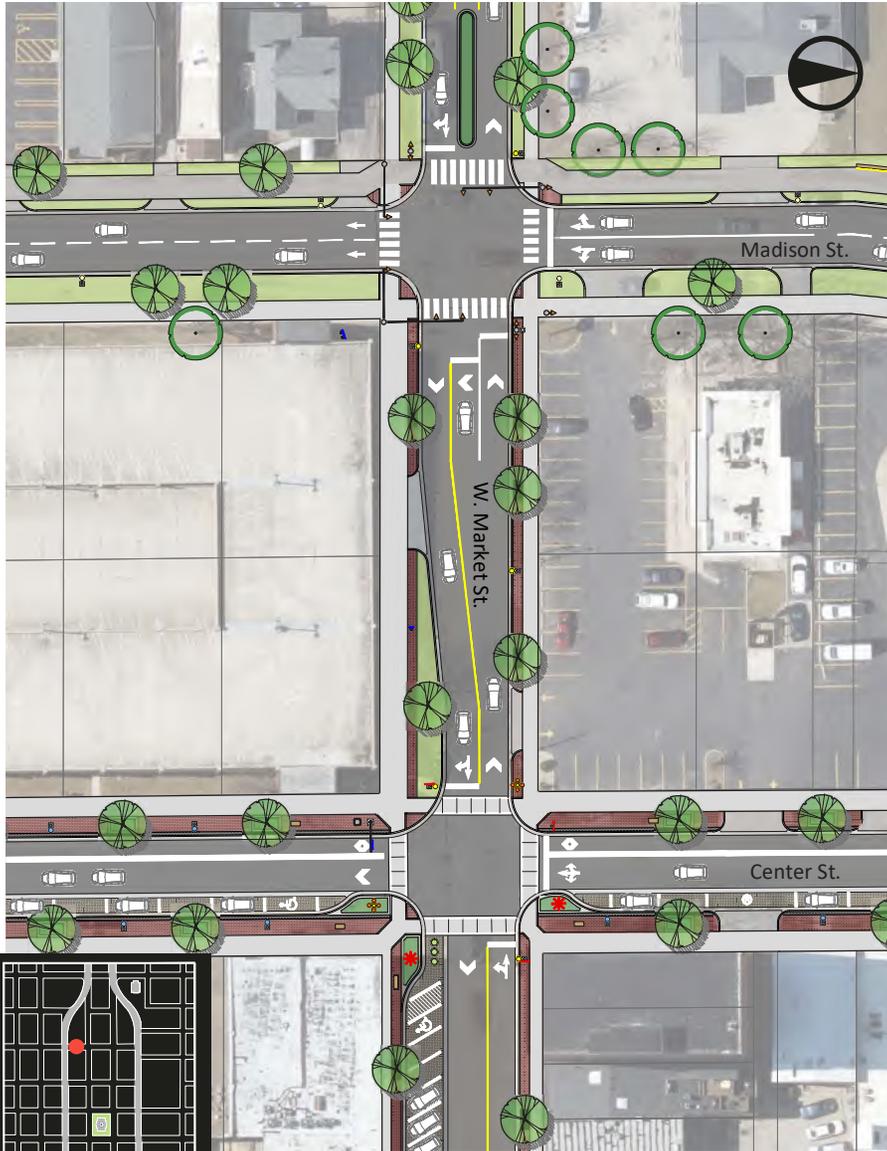
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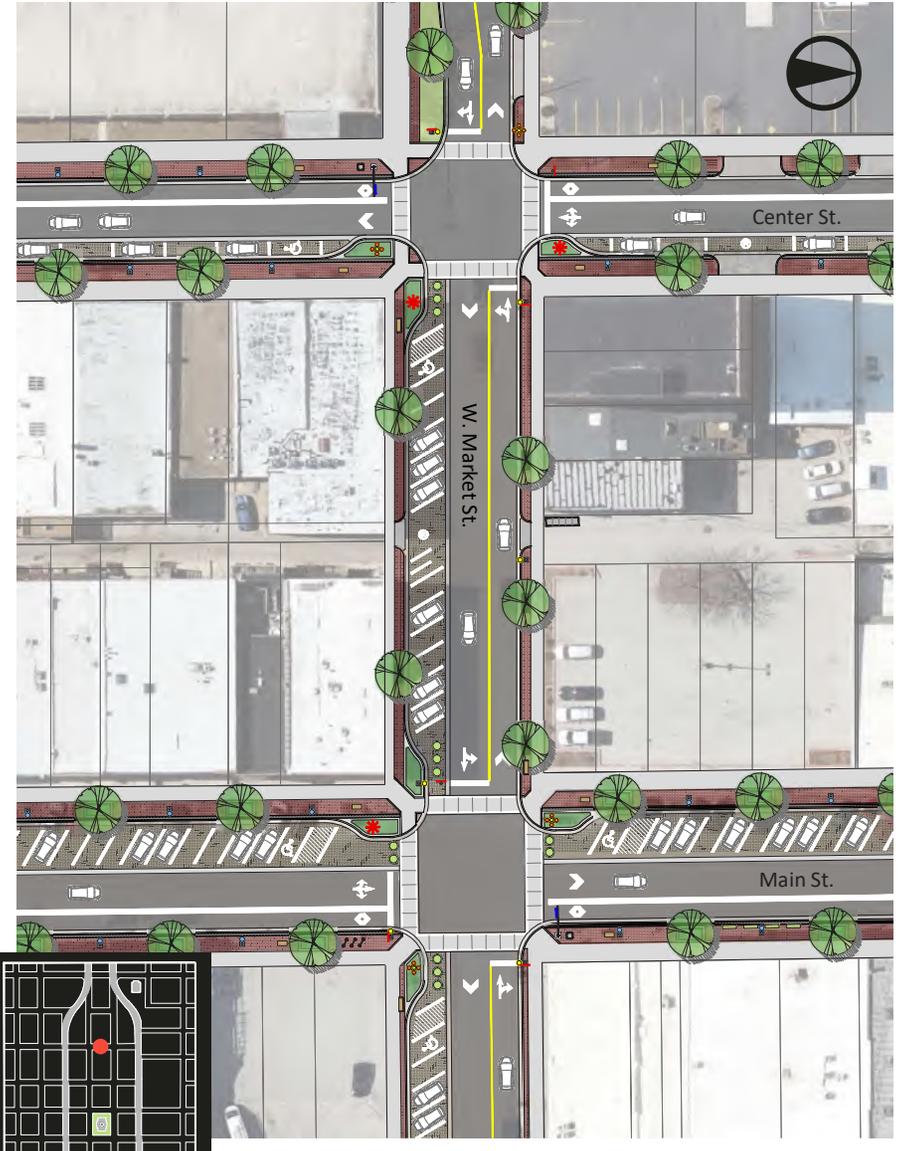
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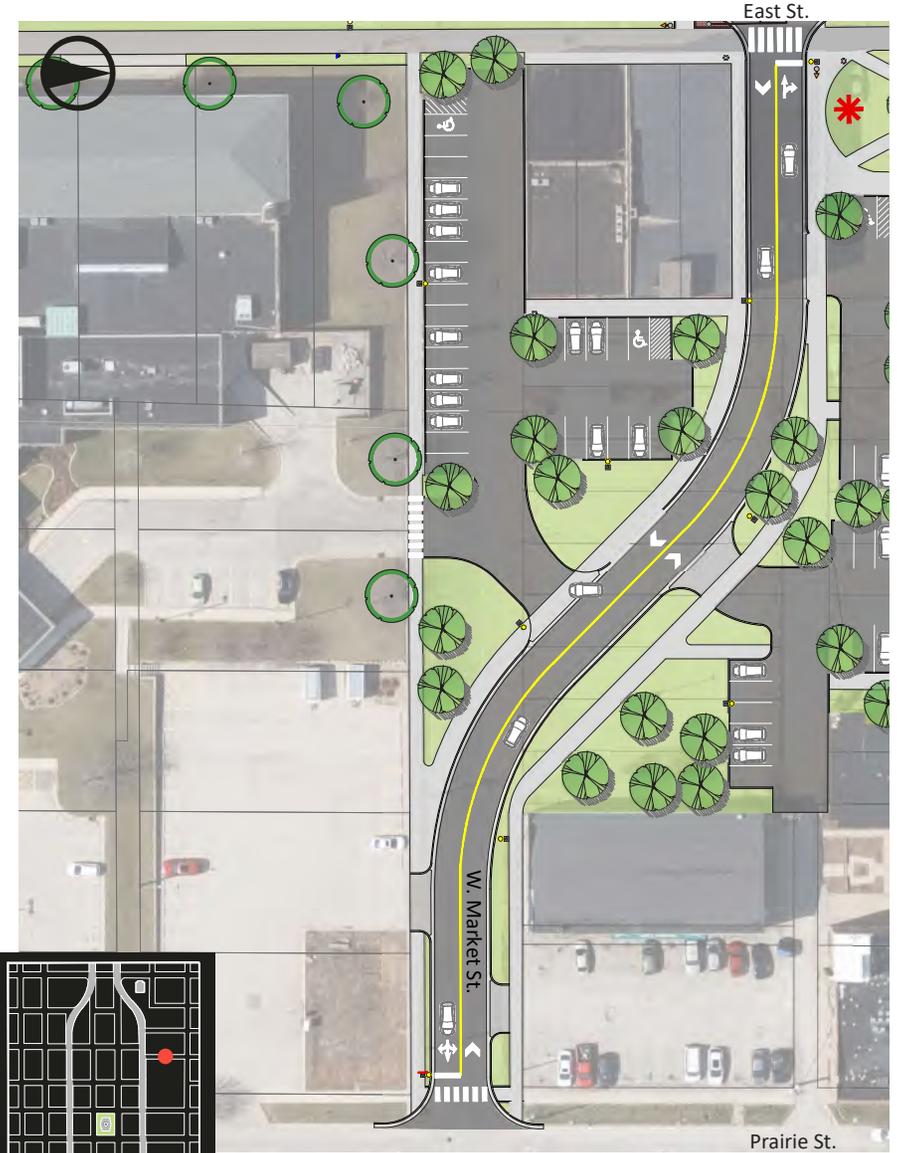
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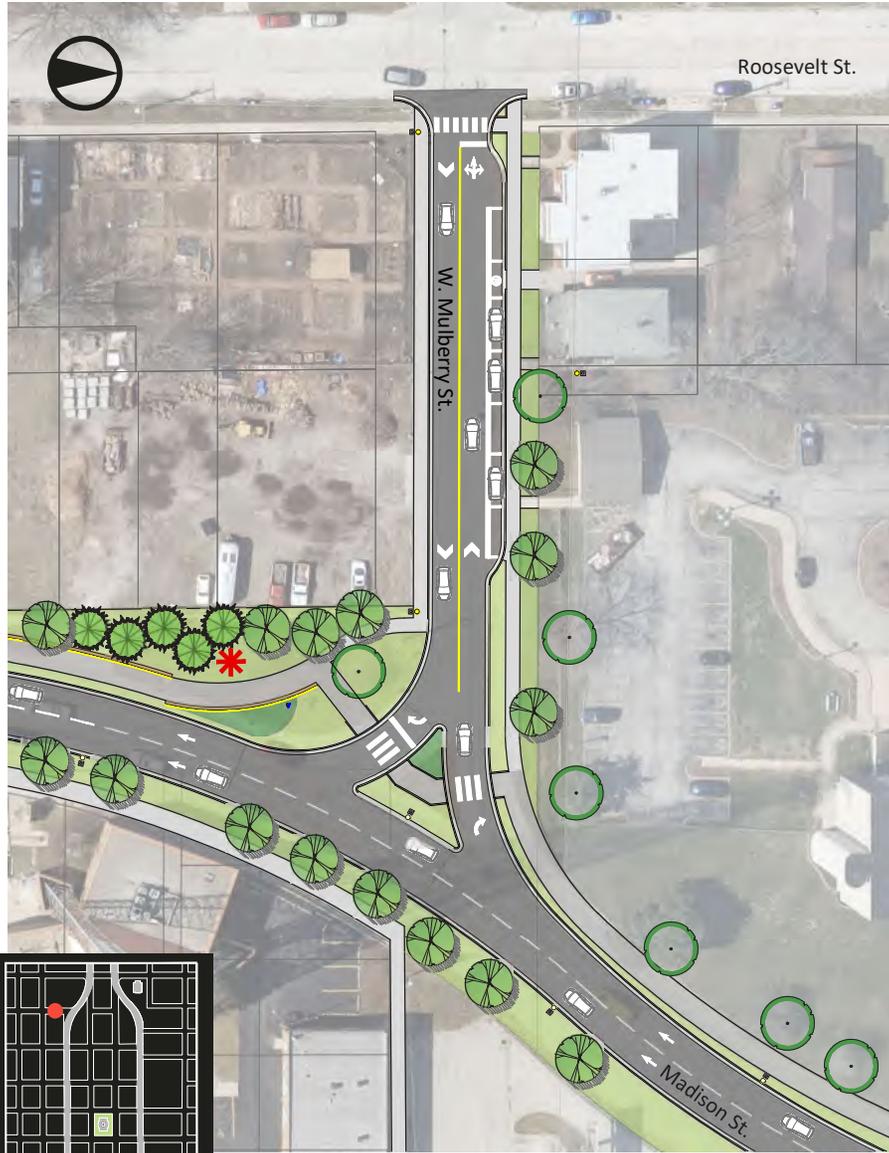
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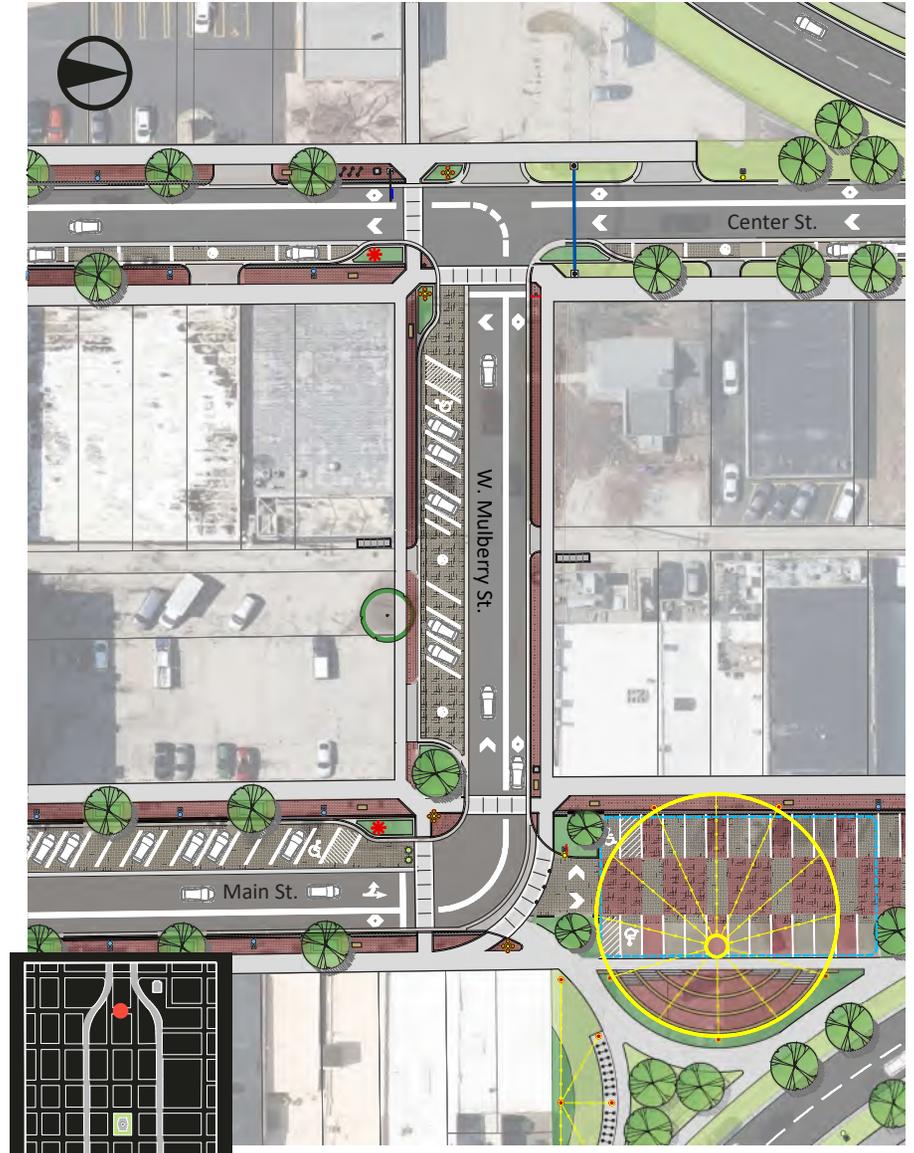
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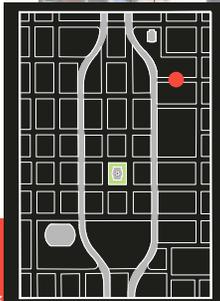
E. MARKET STREET - 200 | EAST ST. TO PRAIRIE ST.



**W. MULBERRY STREET - 300** | ROOSEVELT ST. TO MADISON ST.

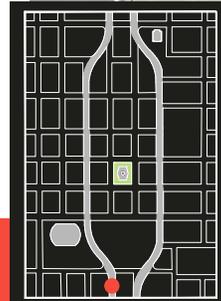
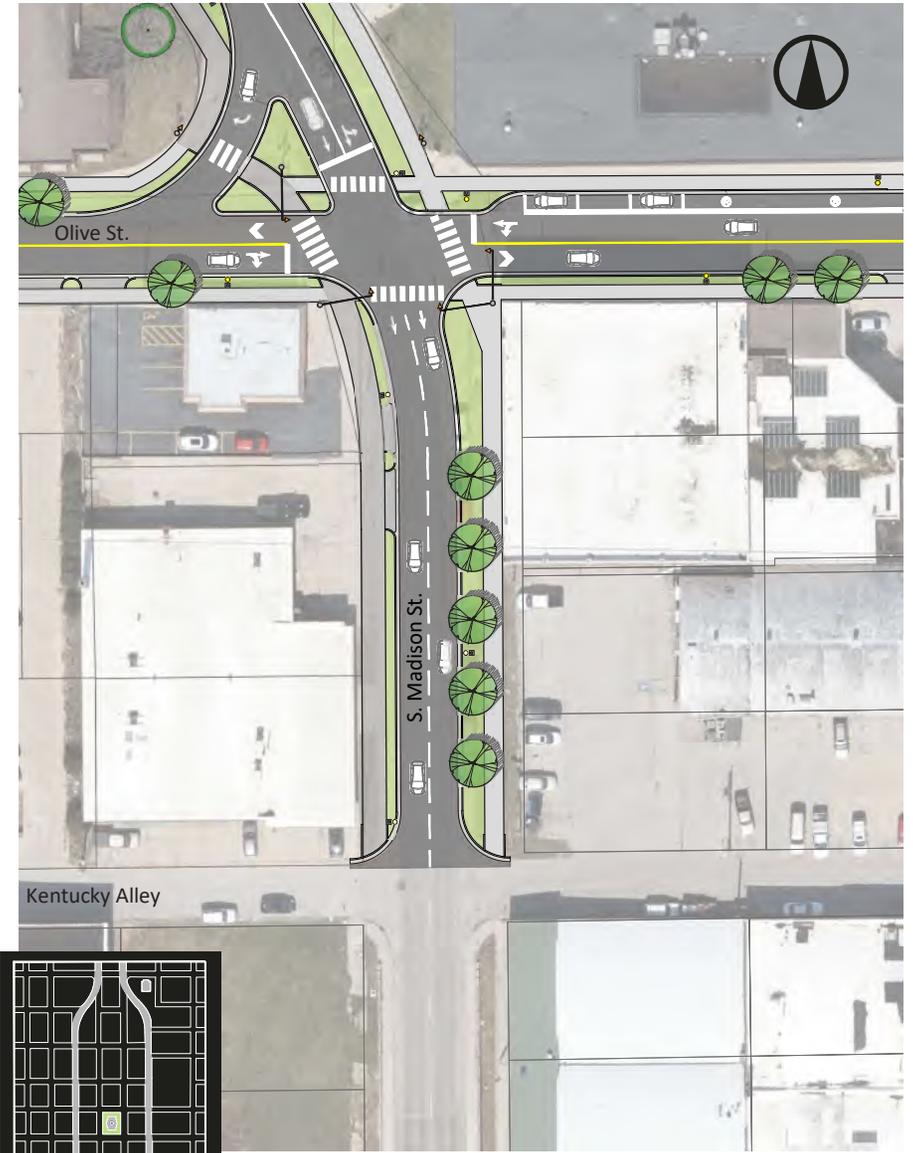


**W. MULBERRY STREET - 100** | CENTER ST. TO MAIN ST.



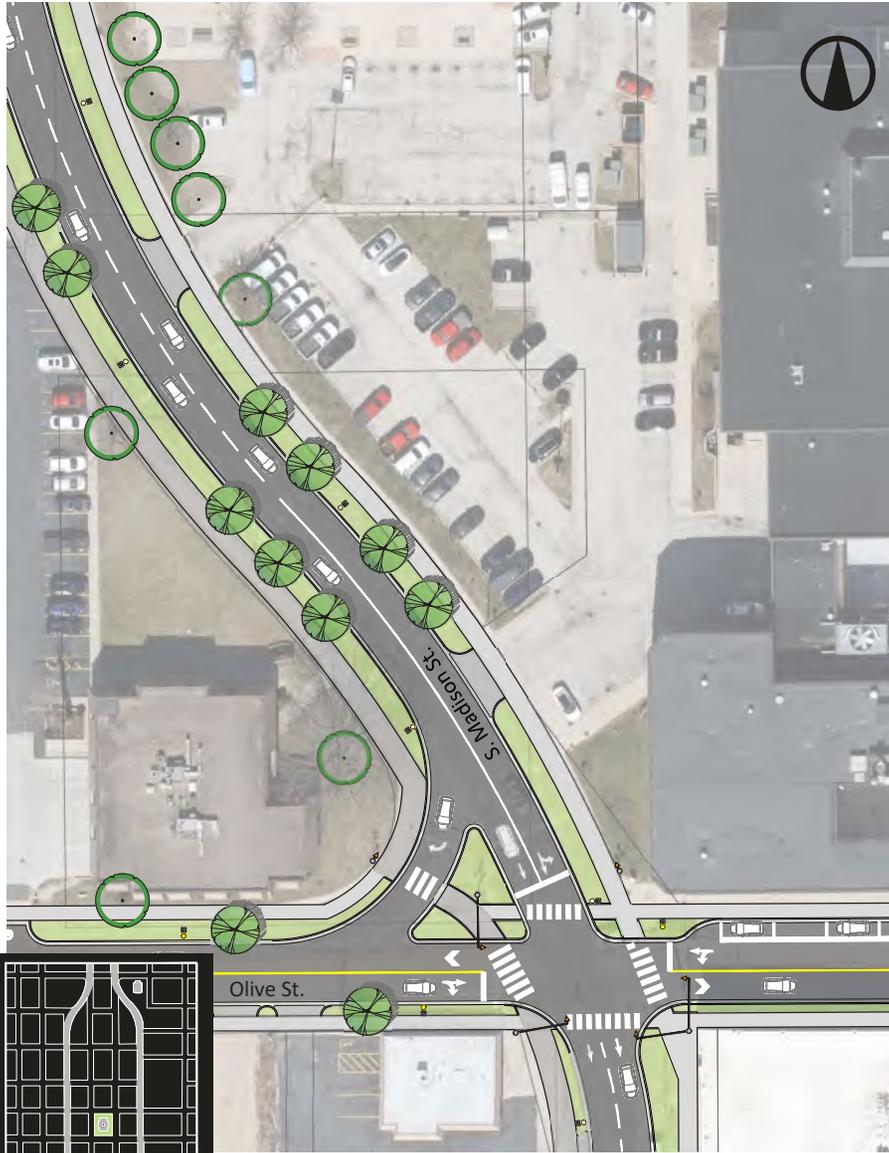
Prairie St.

**E. DOUGLAS STREET - 200 | EAST ST. TO PRAIRIE ST.**

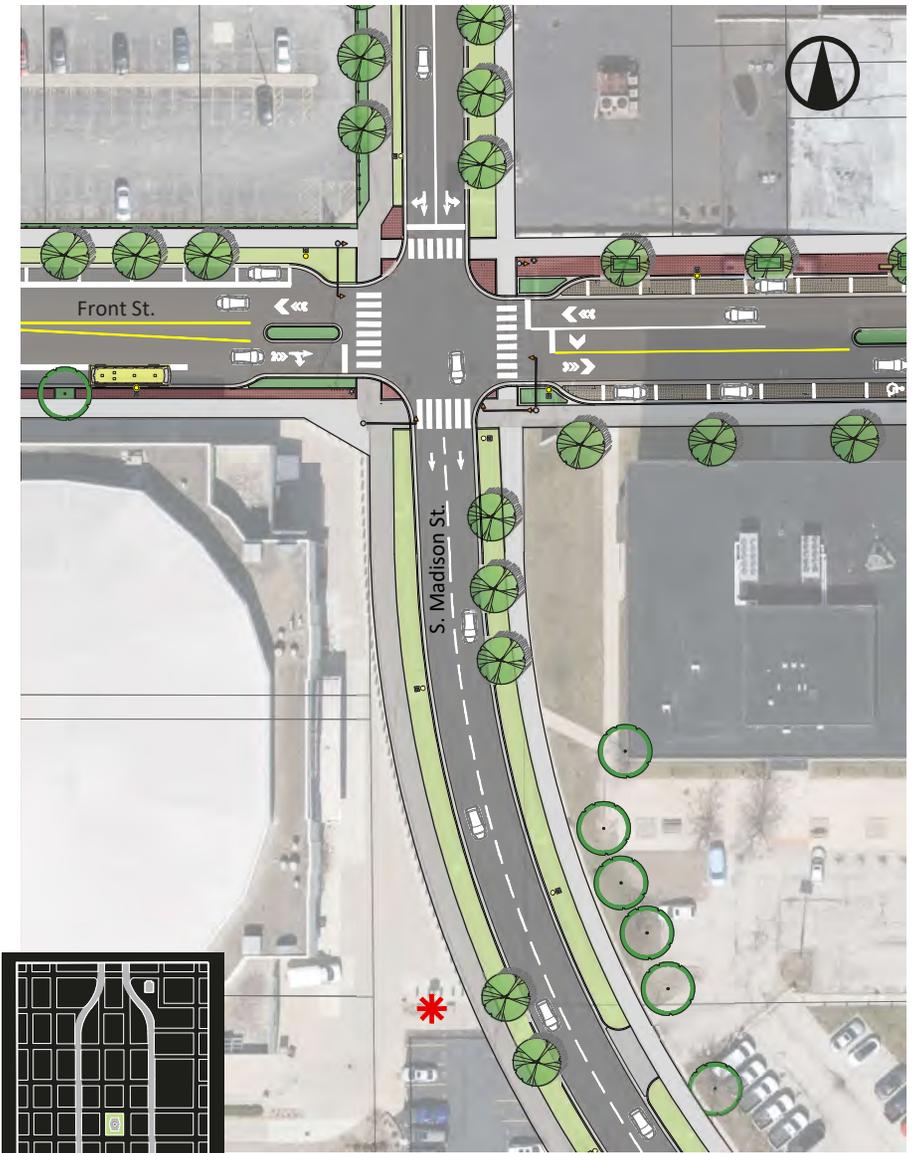


Kentucky Alley

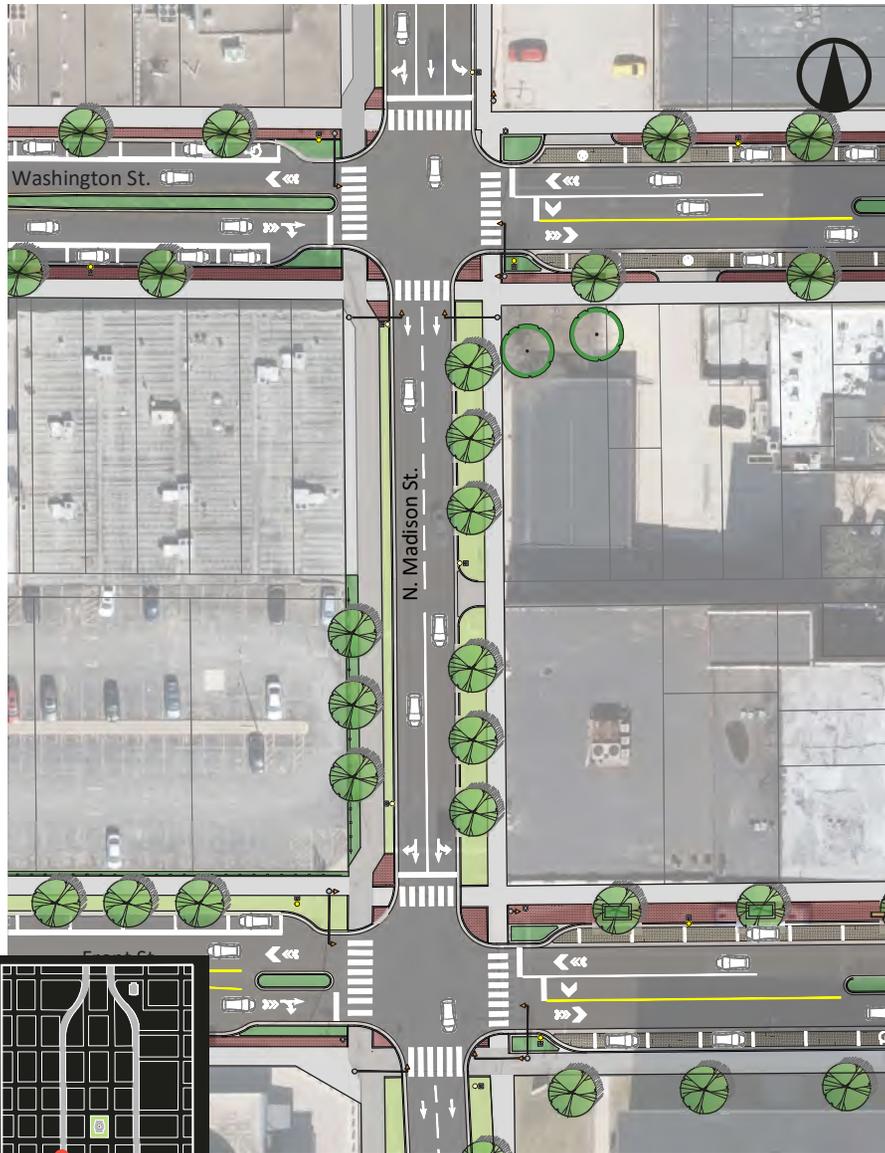
**S. MADISON STREET - 300 | KENTUCKY ALLEY TO OLIVE ST.**



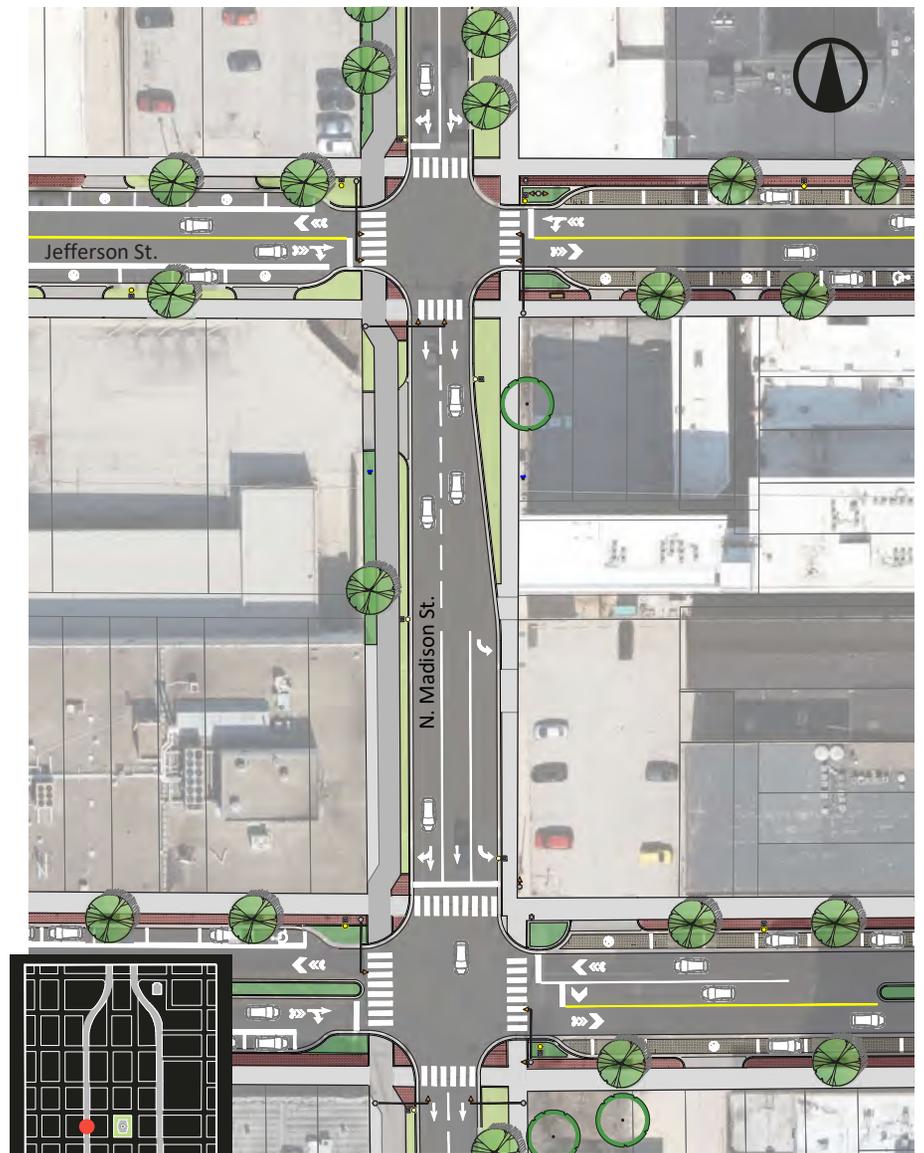
**S. MADISON STREET - 200 | OLIVE ST. TO GROVE ST.**



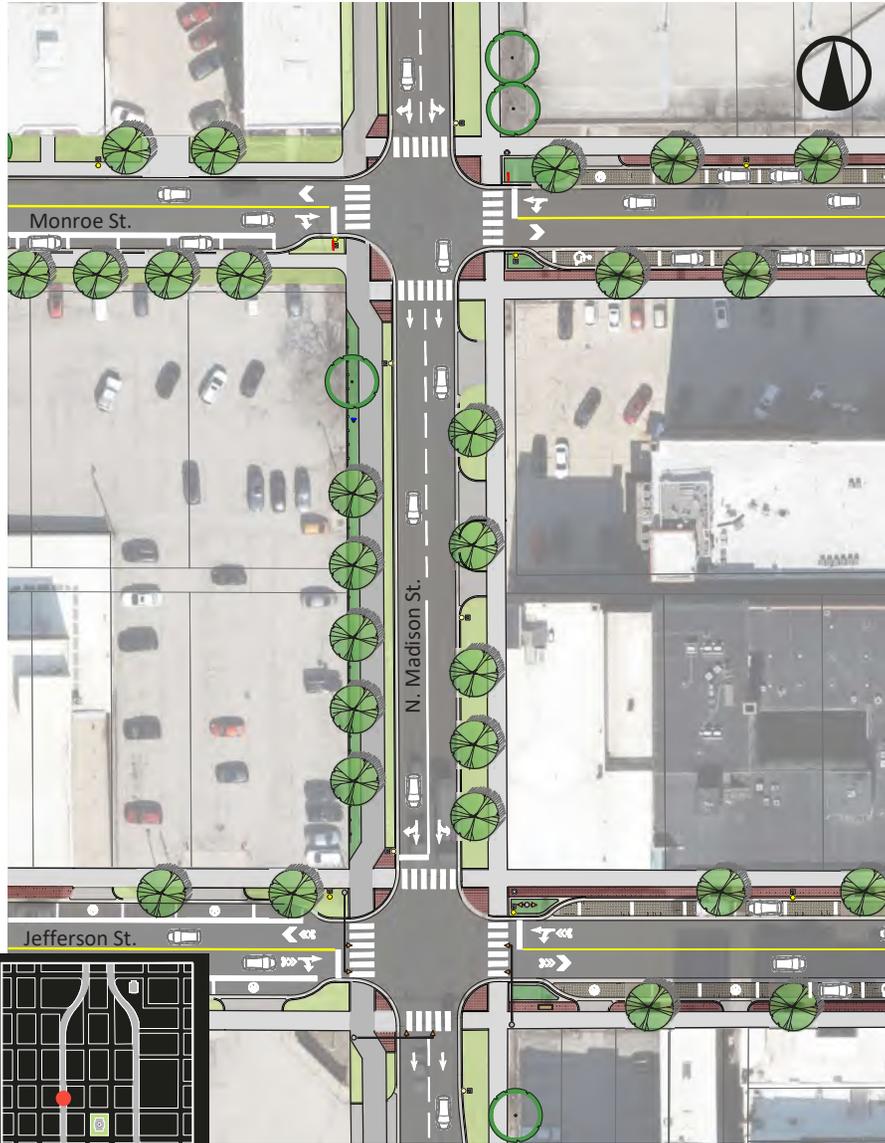
**S. MADISON STREET - 100 | GROVE ST. TO FRONT ST.**



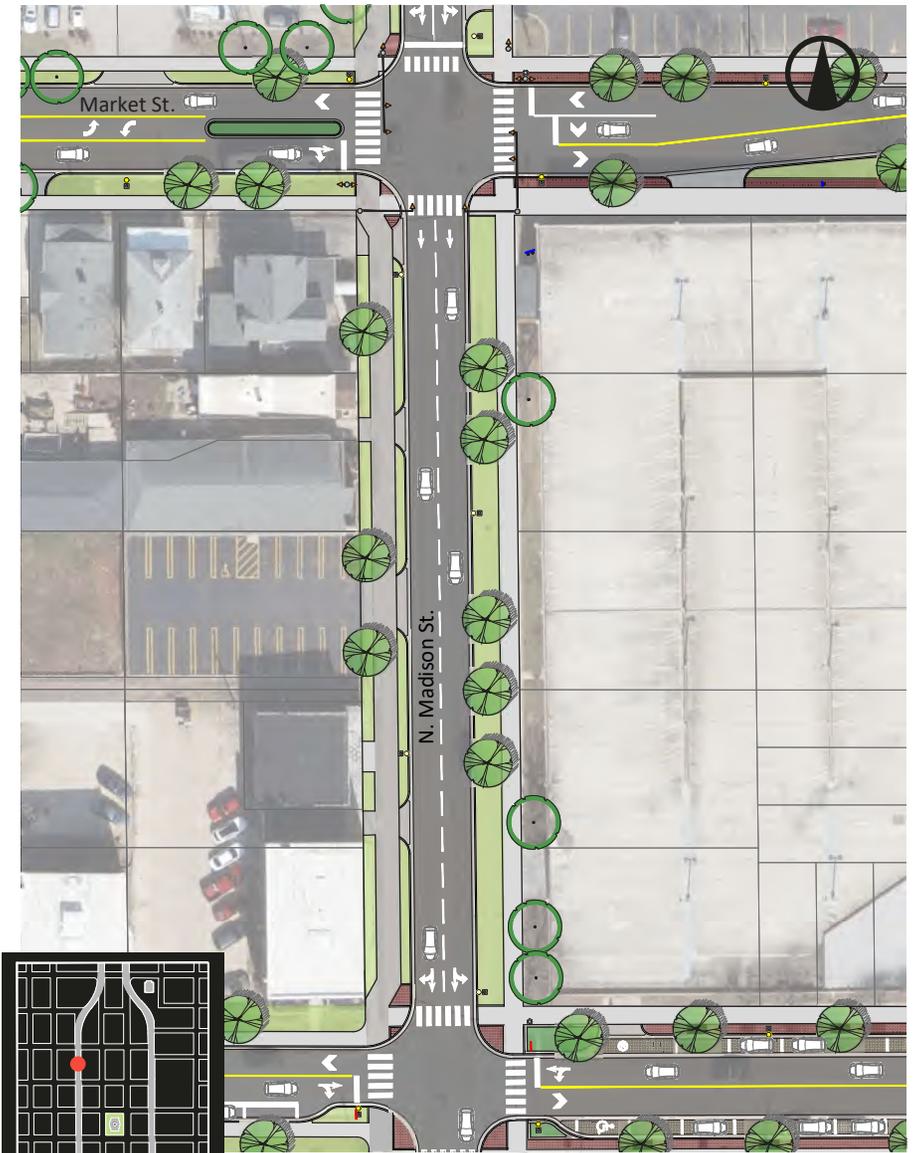
**N. MADISON STREET - 100** | FRONT ST. TO WASHINGTON ST.



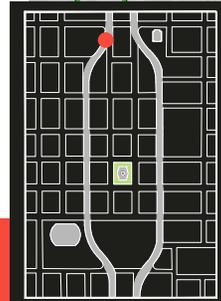
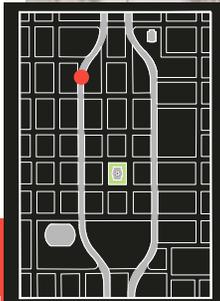
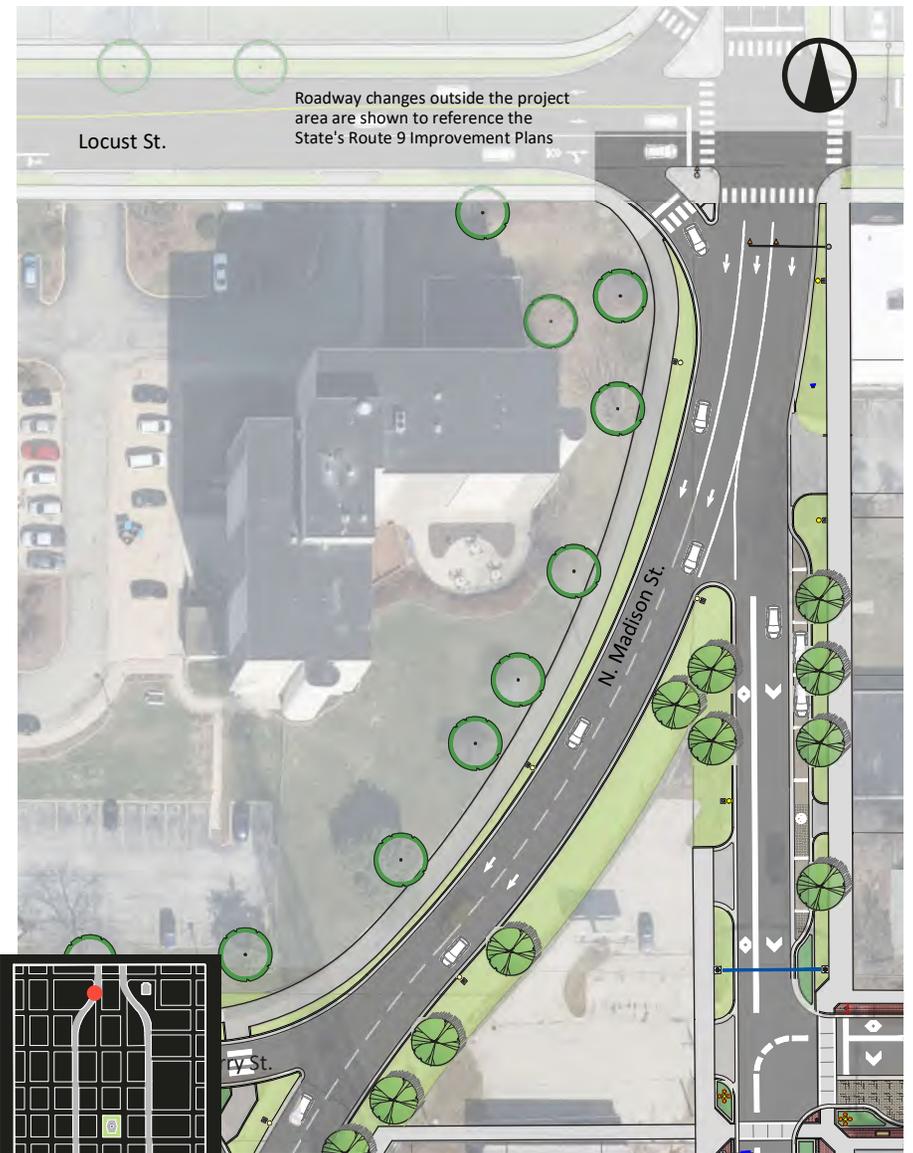
**N. MADISON STREET - 200** | WASHINGTON ST. TO JEFFERSON ST.



**N. MADISON STREET - 300 | JEFFERSON ST. TO MONROE ST.**



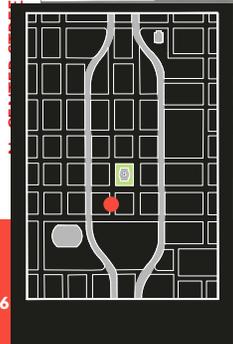
**N. MADISON STREET - 400 | MONROE ST. TO MARKET ST.**



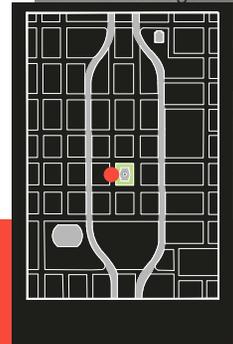
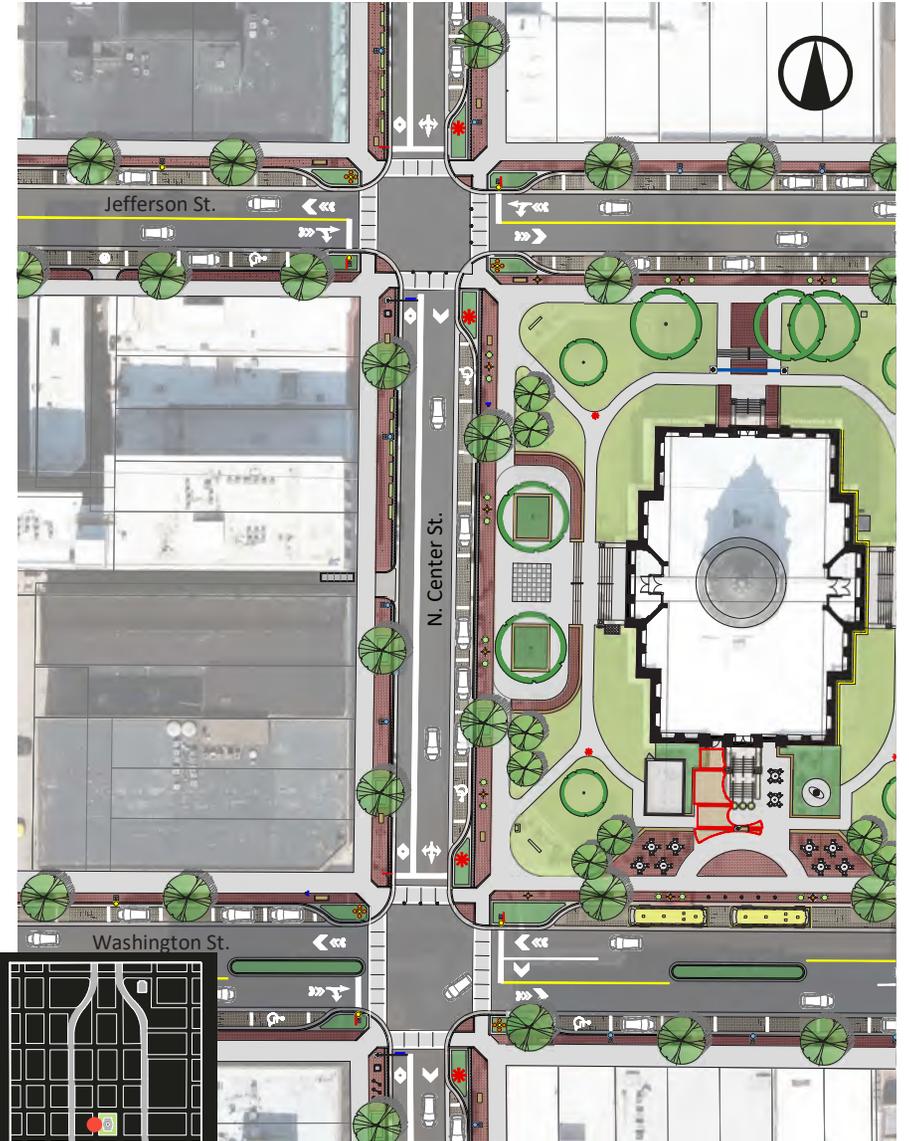
**N. MADISON STREET - 500 | MARKET ST. TO MULBERRY ST.**

**N. MADISON STREET - 600 | MULBERRY ST. TO LOCUST ST.**

T - 100 | Front St. to Washington St.

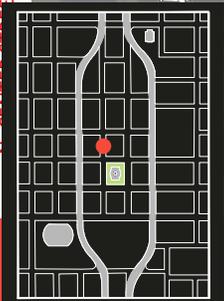
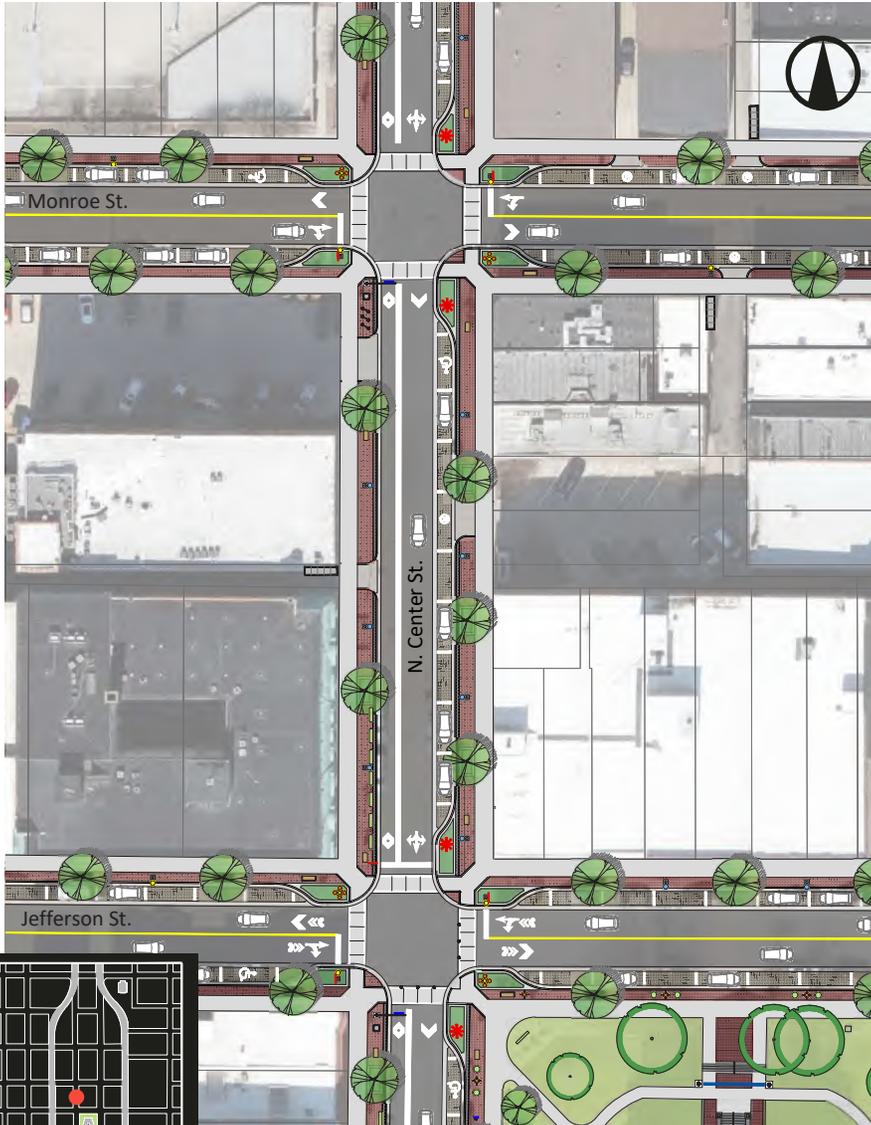


**N. CENTER STREET - 100 | FRONT ST. TO WASHINGTON ST.**



**N. CENTER STREET - 200 | WASHINGTON ST. TO JEFFERSON ST.**

N. CENTER STREET - 300 | JEFFERSON ST. TO MONROE ST.



**N. CENTER STREET - 300 | JEFFERSON ST. TO MONROE ST.**

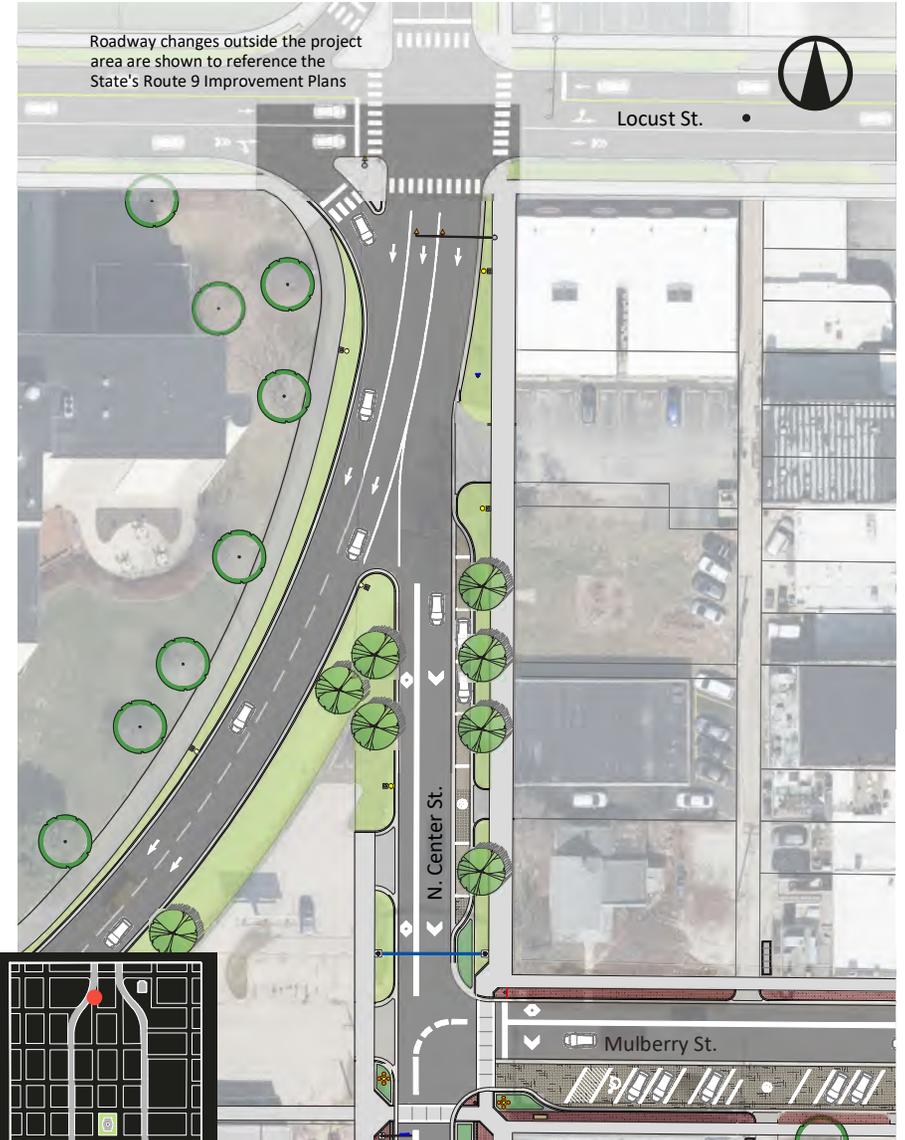


**N. CENTER STREET - 400 | MONROE ST. TO MARKET ST.**

ST - 500 | Market St. to Mulberry St.

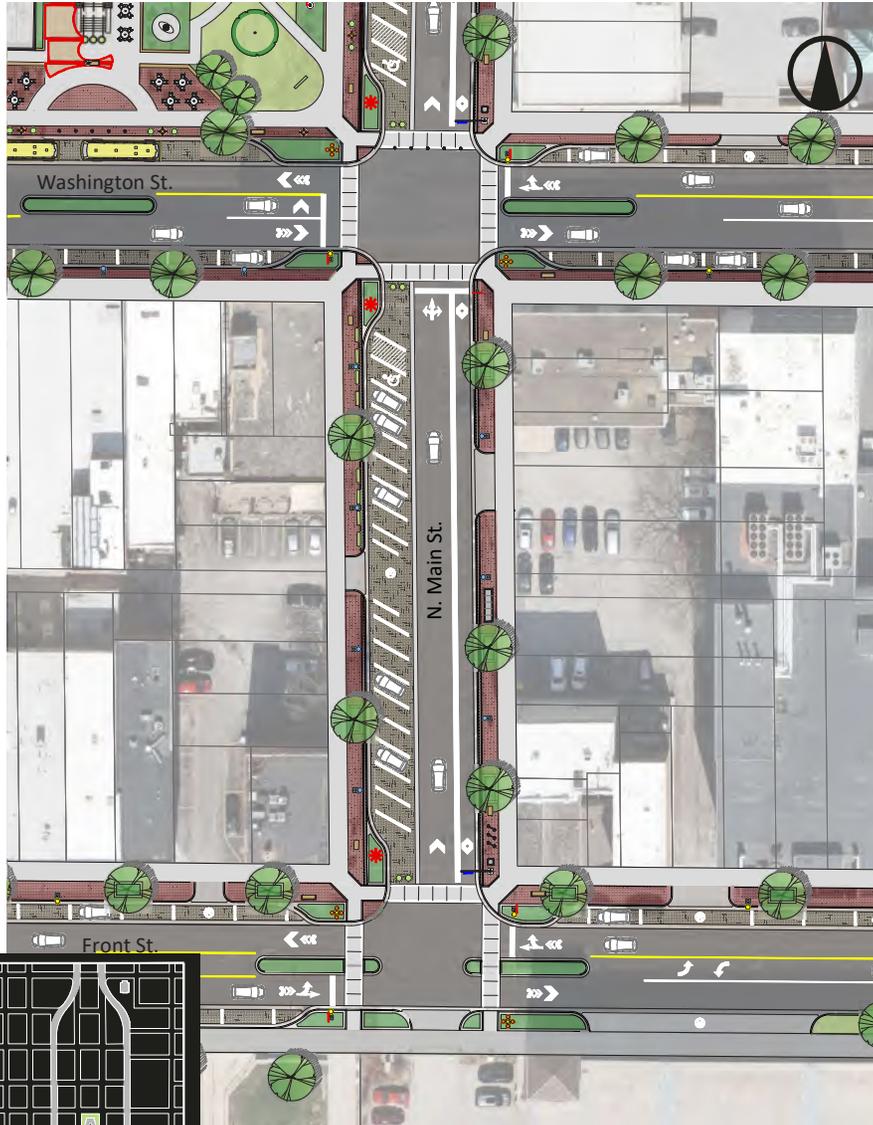


N. CENTER STREET - 500 | MARKET ST. TO MULBERRY ST.

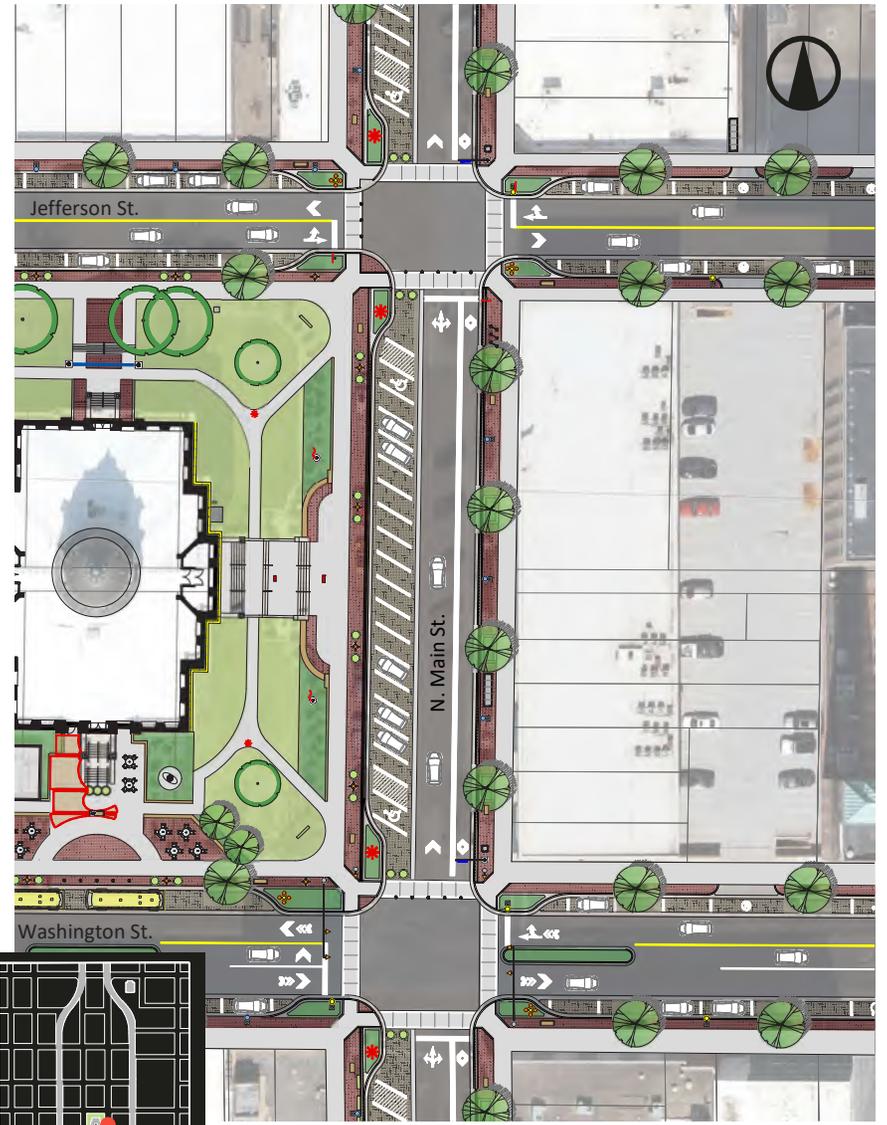


N. CENTER STREET - 600 | MULBERRY ST. TO LOCUST ST.

- 100 | Front St. to Washington St.



**N. MAIN STREET - 100 | FRONT ST. TO WASHINGTON ST.**

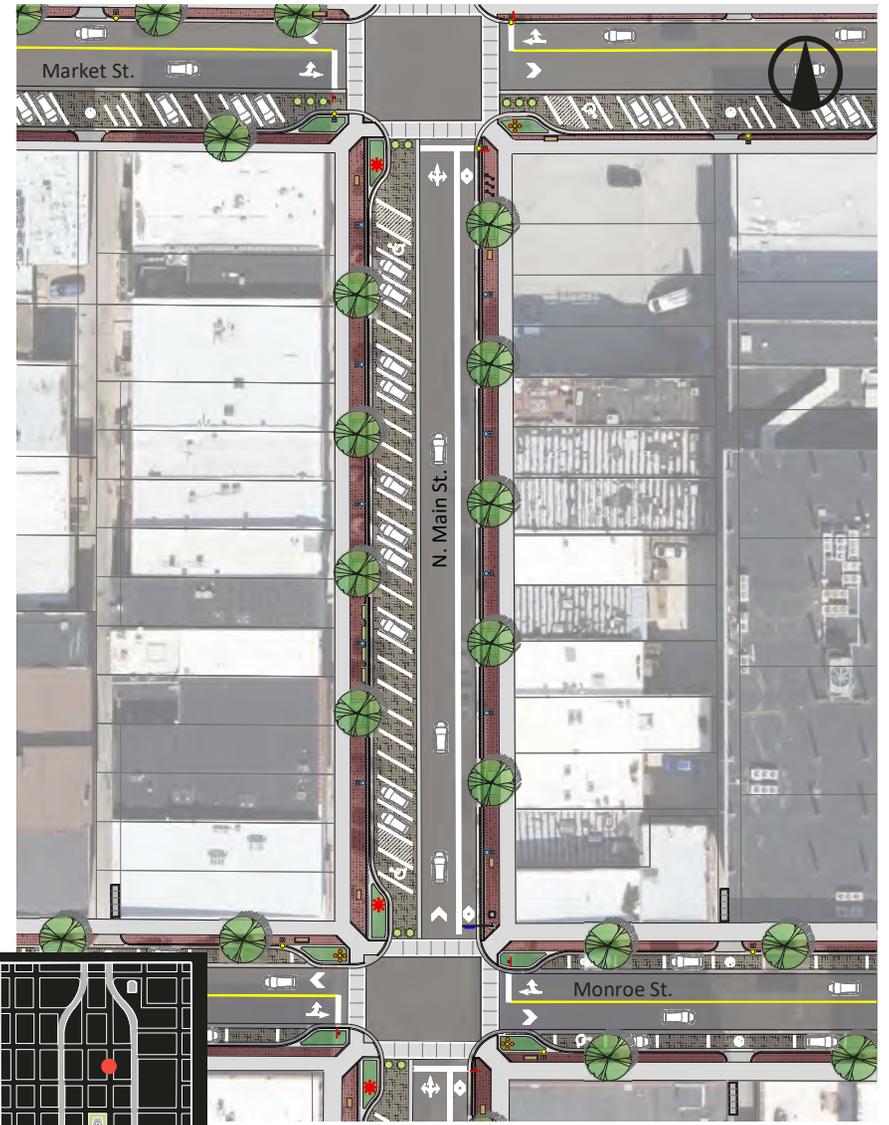


**N. MAIN STREET - 200 | WASHINGTON ST. TO JEFFERSON ST.**

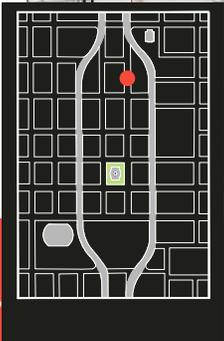
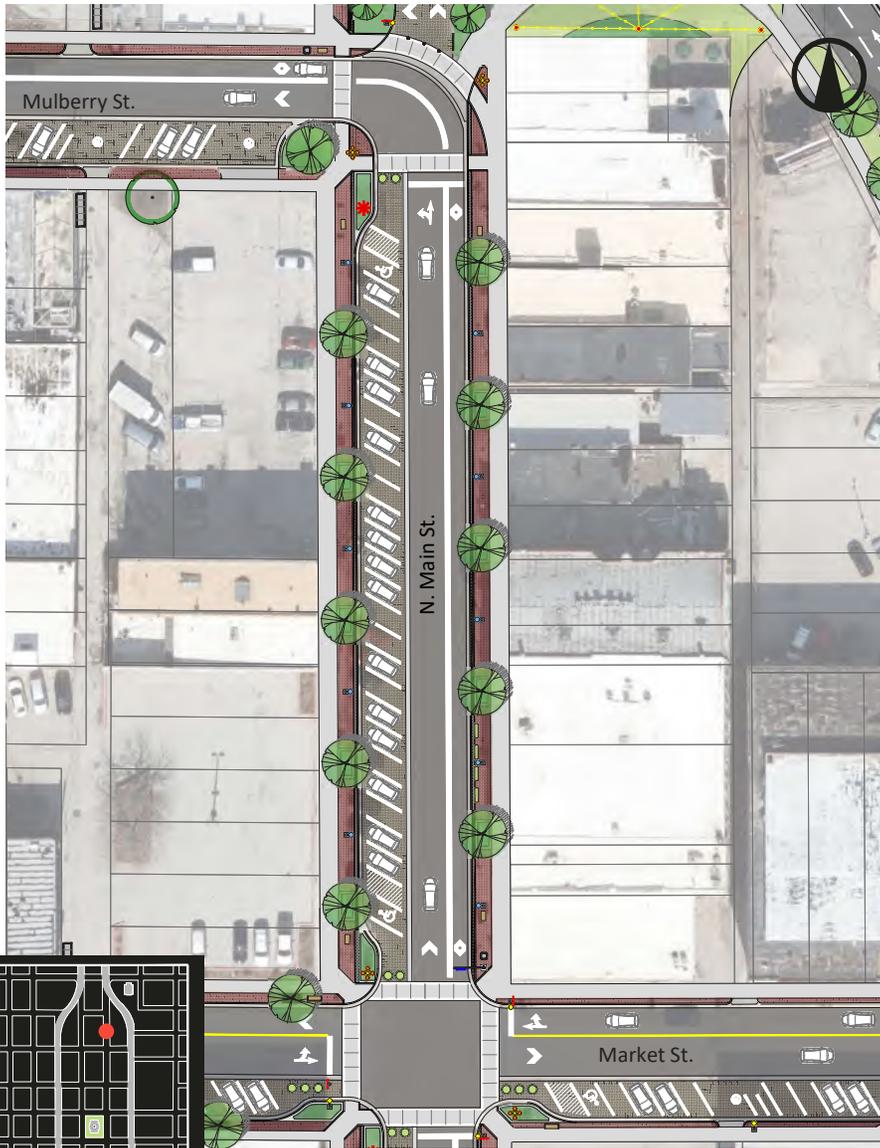
300 | Jefferson St. to Monroe St.



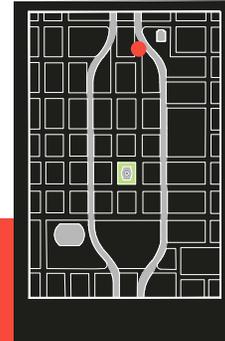
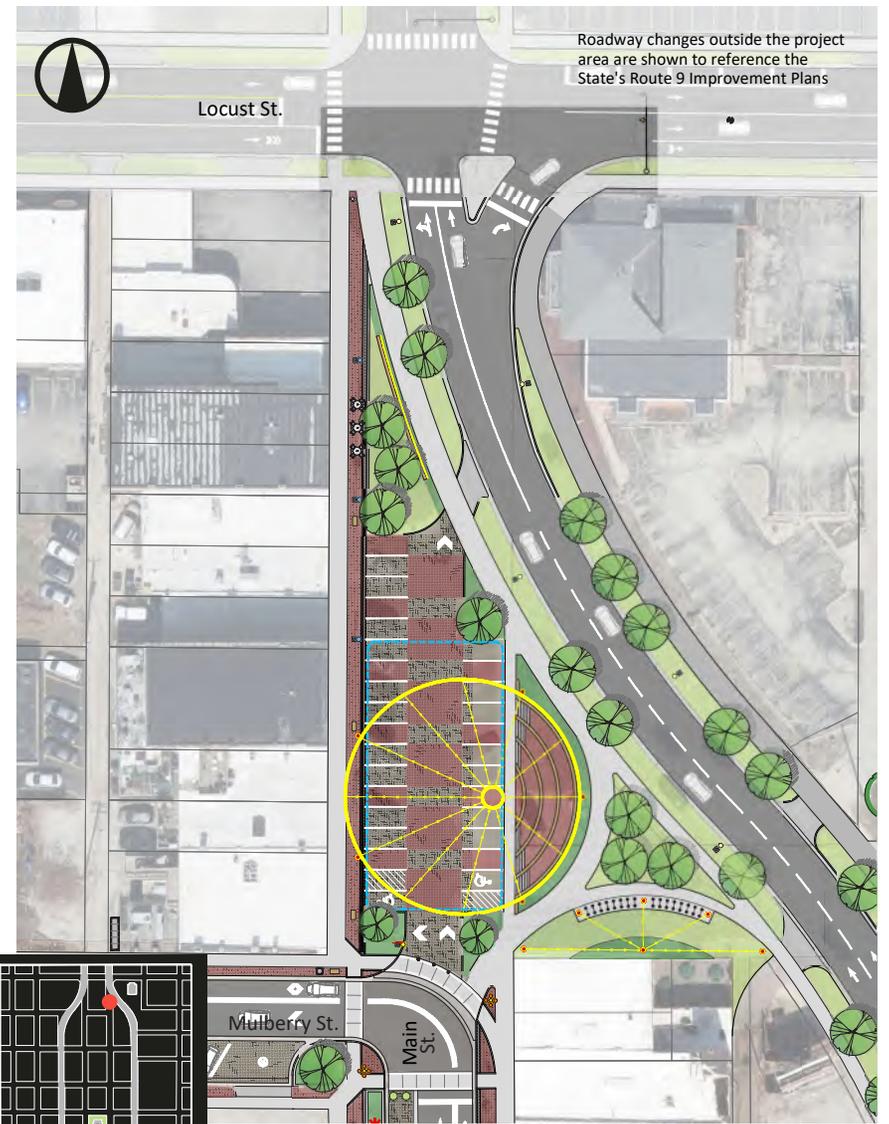
**N. MAIN STREET - 300 | JEFFERSON ST. TO MONROE ST.**



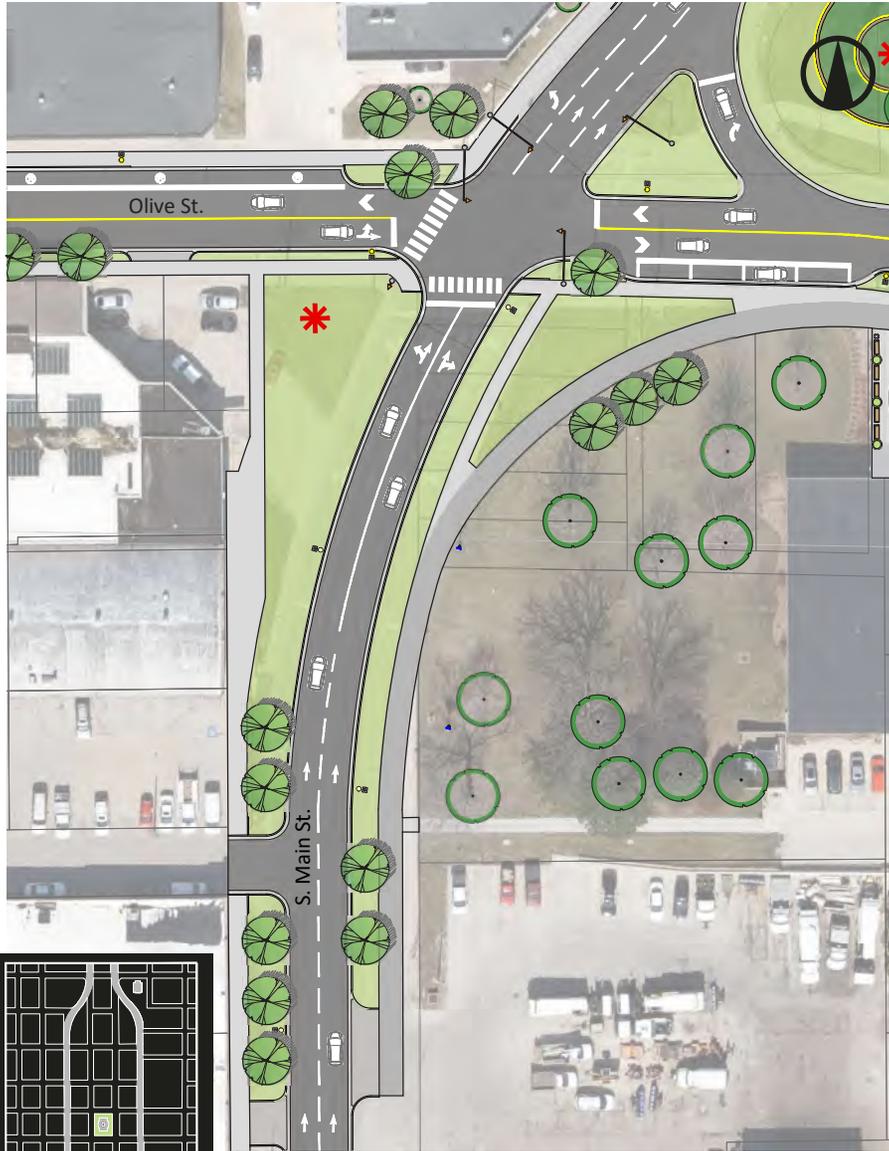
**N. MAIN STREET - 400 | MONROE ST. TO MARKET ST.**



**N. MAIN STREET - 500 | MARKET ST. TO MULBERRY ST.**



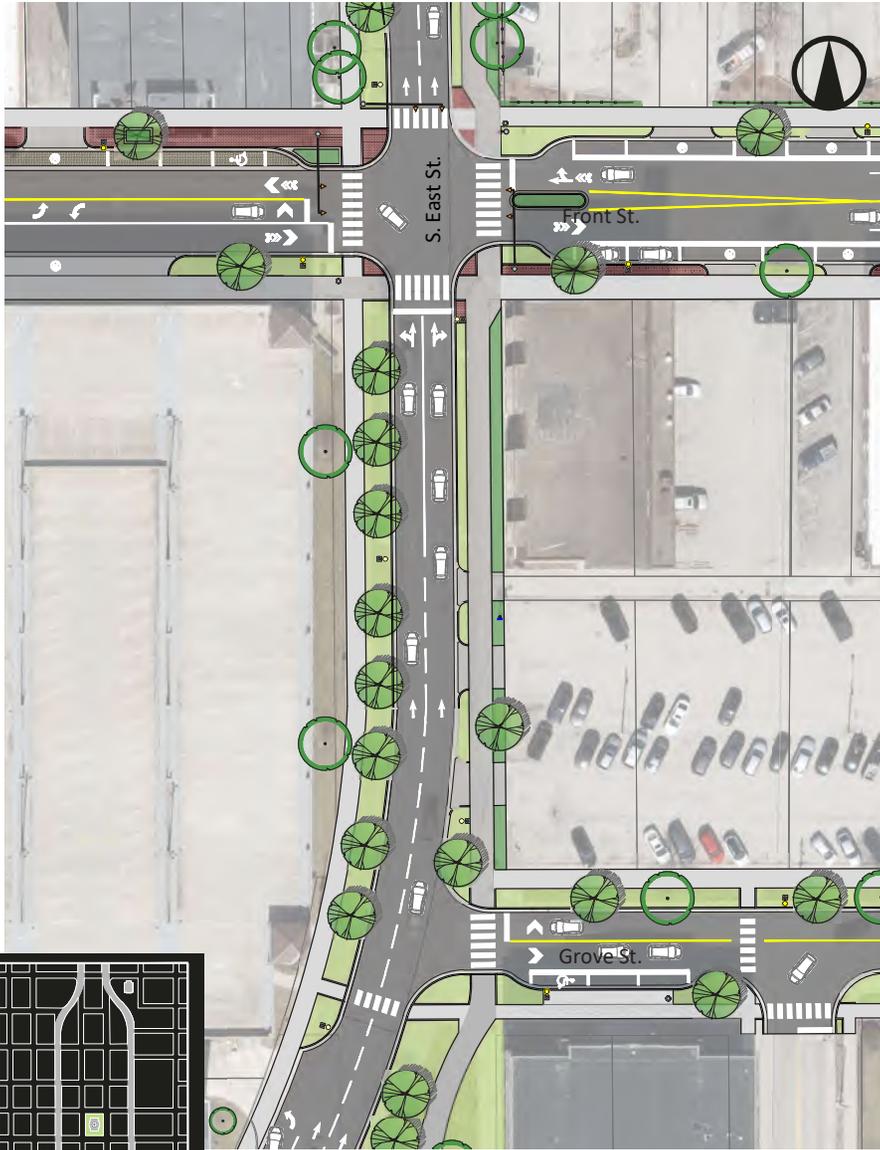
**N. MAIN STREET - 600 | MULBERRY ST. TO LOCUST ST.**



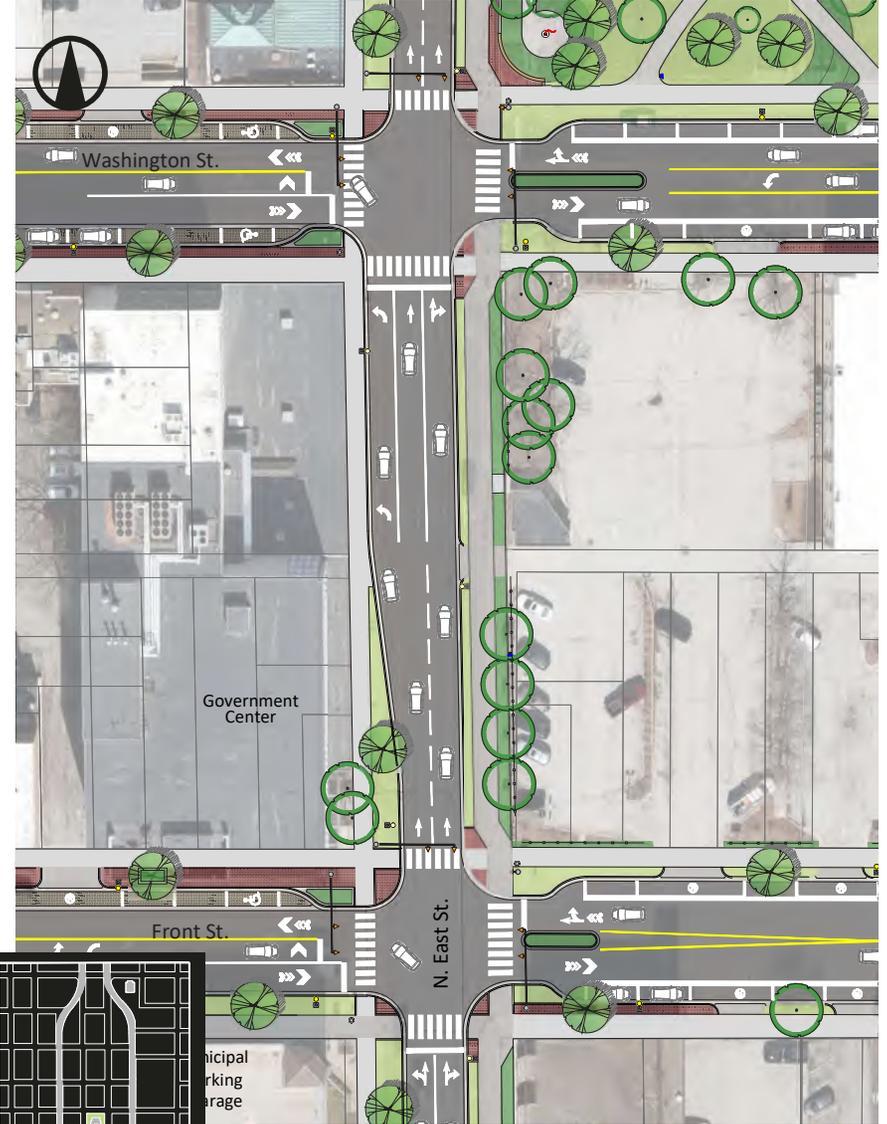
S. MAIN STREET - 300 | OLIVE ST.



S. EAST STREET - 200 | OLIVE ST. TO GROVE ST.

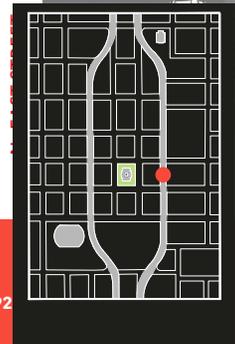
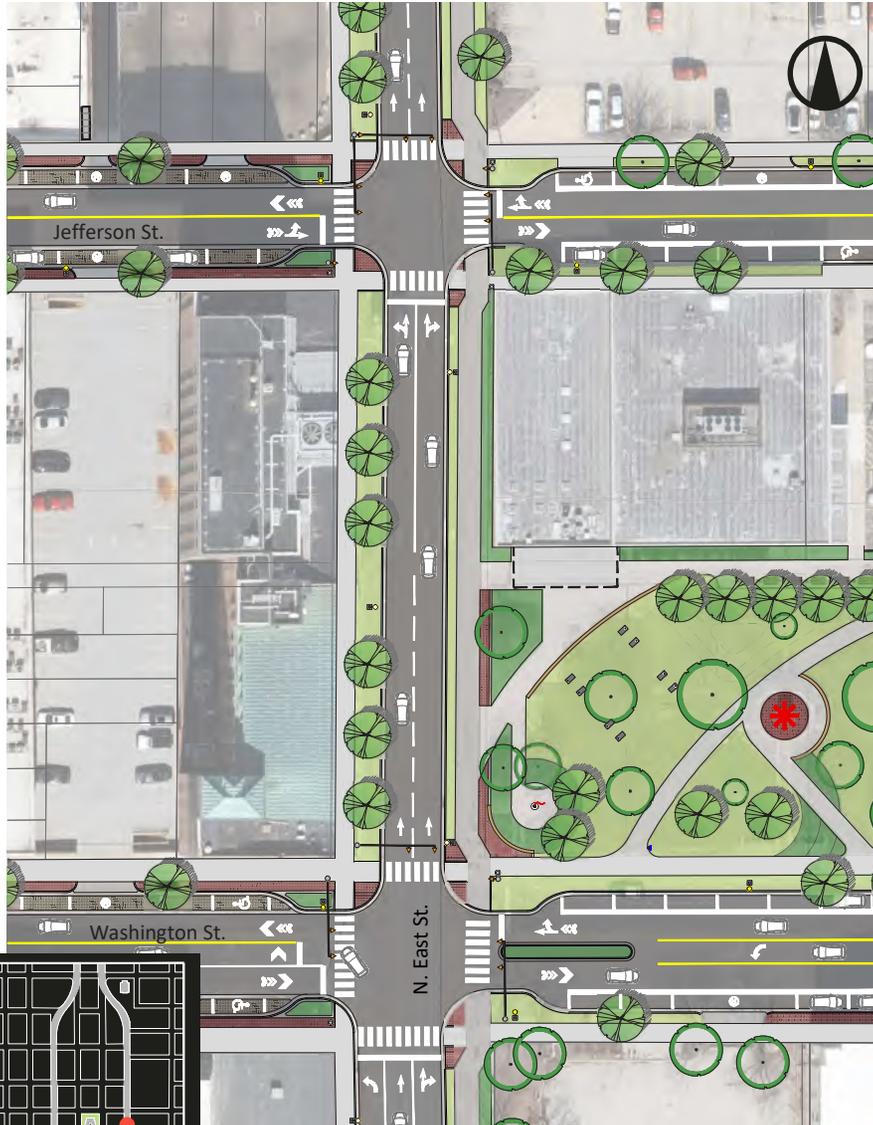


S. EAST STREET - 100 | GROVE ST. TO FRONT ST.

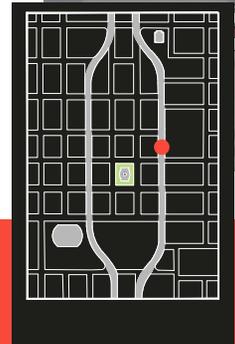
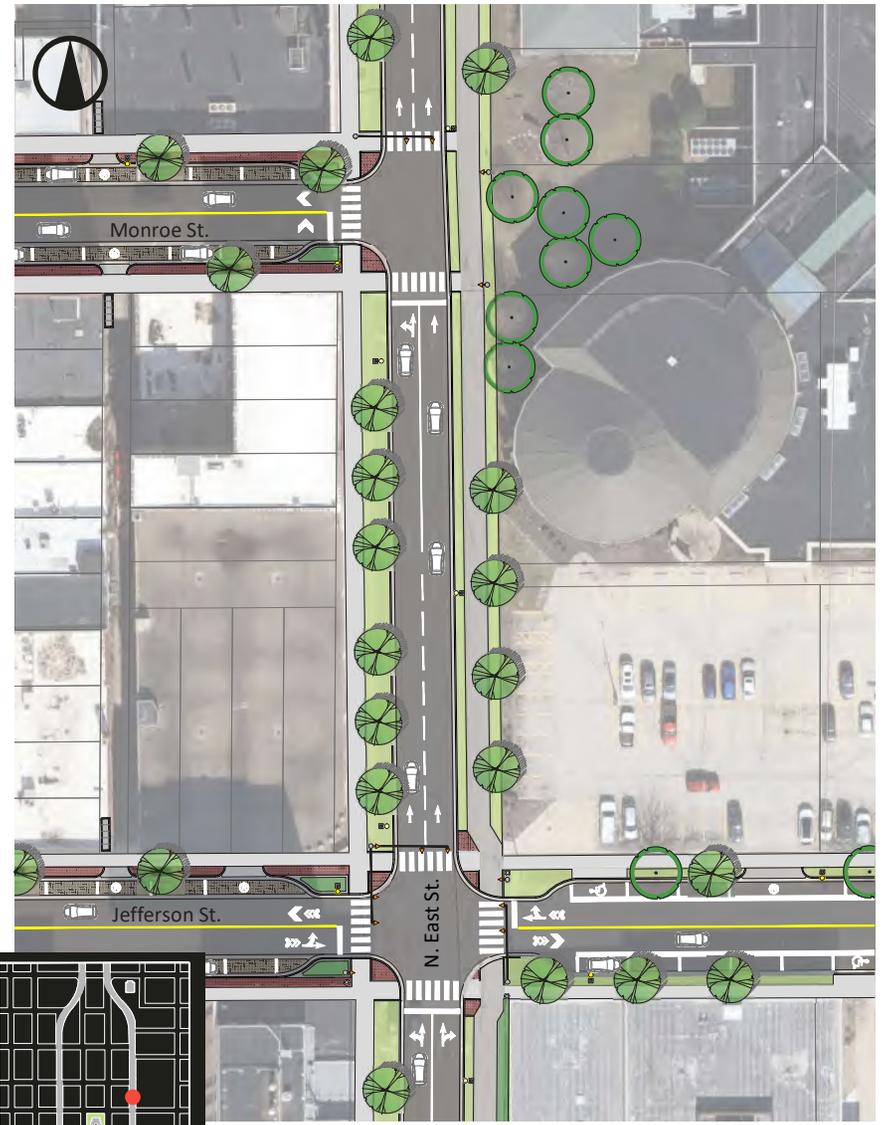


N. EAST STREET - 100 | FRONT ST. TO WASHINGTON ST.

200 | Washington St. to Jefferson St.



N. EAST STREET - 200 | WASHINGTON ST. TO JEFFERSON ST.

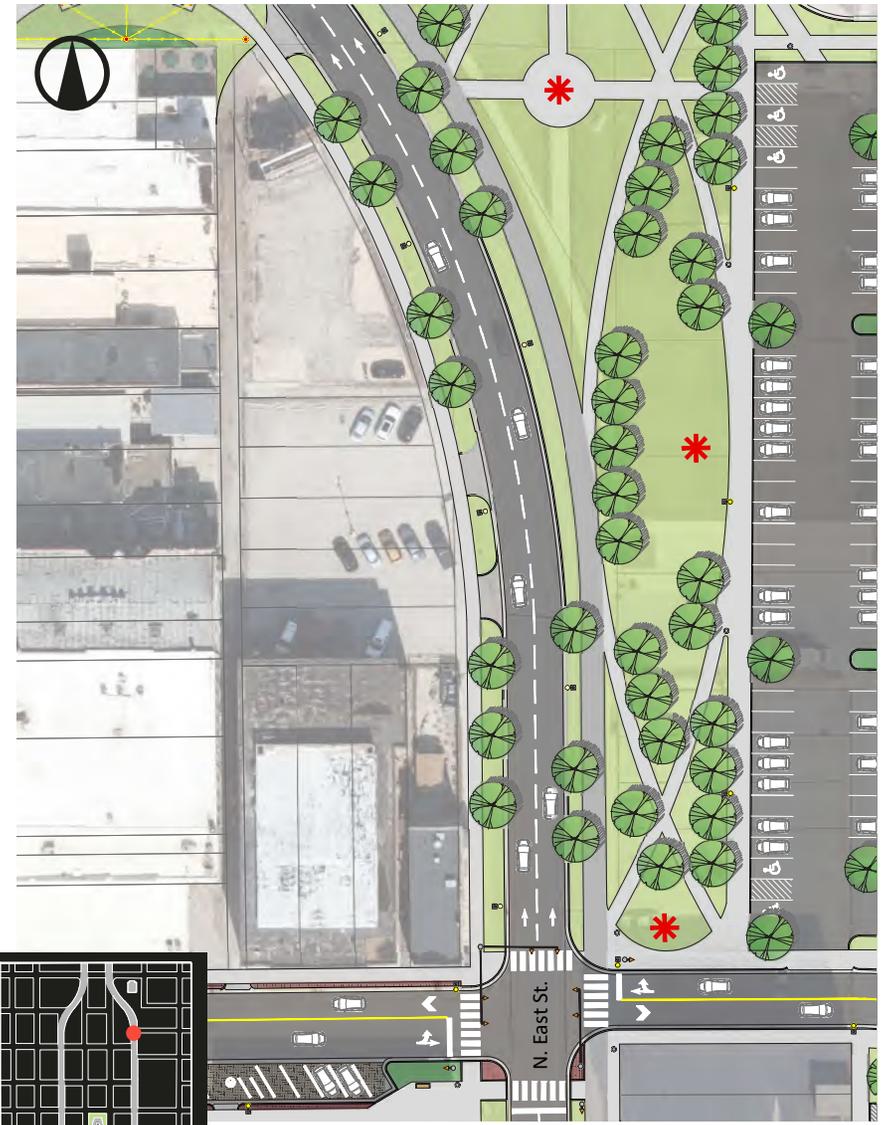


N. EAST STREET - 300 | JEFFERSON ST. TO MONROE ST.

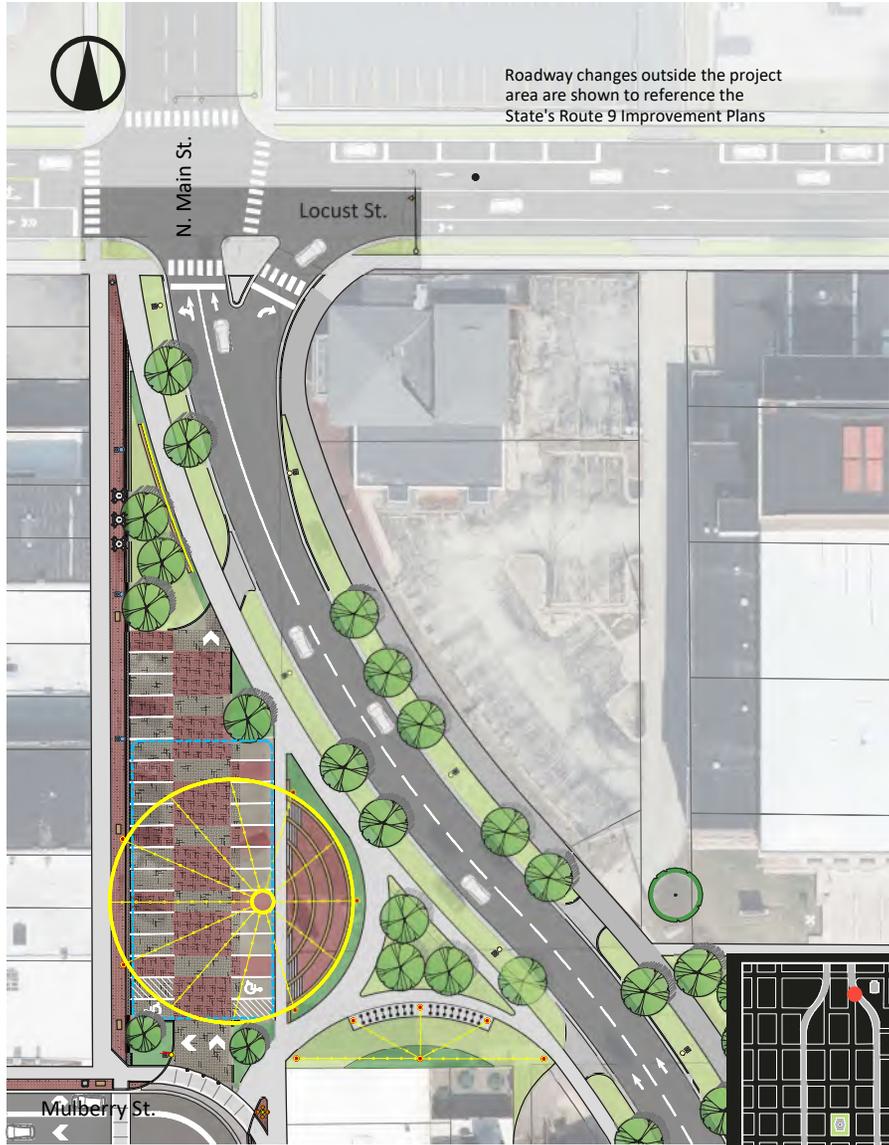
400 | Monroe St. to Market St.



N. EAST STREET - 400 | MONROE ST. TO MARKET ST.



N. EAST STREET - 500 | MARKET ST. TO MULBERRY ST.



**N. EAST STREET - 600 | MULBERRY ST. TO LOCUST ST.**



13. 1 6, 2 10. 122 6 20 6 2

