



2020 PLANNING STUDY

DOWNTOWN

MURPHYSBORO ILL.

Downtown Murphysboro Planning Study 2020

Murphysboro, Illinois

Prepared for:



The Southern Illinois Metropolitan Planning
Organization
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Photo Source: Glenn Zimmerman, www.facebook.com/zimmerv/photos/egyptian-the-murphysboro-paving-brick-co-made-bricks-for-many-cities-including-o/1503028766413122/

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INTRODUCTION

DOWNTOWN MURPHYSBORO

The City of Murphysboro understands the importance a vibrant Downtown has on the local economy and quality of life for residents. To that end, The City teamed with the Southern Illinois Metropolitan Planning Organization and Chastain & Associates to create a visionary plan that can be used to establish a safe, efficient, and attractive transportation environment. The intent is to convey the community's identity, promotes private investment, and encourages interaction and activity by residents and visitors.

The purpose of the proposed streetscape concept within this report is to provide a plan and vision for the Walnut Street corridor as well as cost estimates, phasing, and funding sources to satisfy the needs of current and future residents and businesses, and to protect and enhance the underlying historic character of the corridor.

Specifically, this report provides:

- A review of previous studies, plans, and efforts;
- An inventory of existing conditions;

- Collaboration with stakeholders and the community;
- An analysis of transportation needs and demands, including data from the Illinois Department of Transportation;
- A final desired concept layout for the Walnut Street Corridor, between 5th and 22nd Streets;
- A cost analysis and phasing plan for the proposed changes and updates;
- An implementation strategy which identifies projects, champions, and potential funding sources;
- Potential funding sources; and
- A draft Illinois Transportation Enhancement Program application to fund parts or all of the proposed concept.

This concept, while created with a long term perspective, is rooted in realism to ensure that it can be implemented in a reasonable and logical manner. Additionally, this report and streetscape enhancement concept will aid the City as it seeks future funding to improve the mobility, safety, and economic vitality of the community.



STUDY AREA

Generally speaking, the study area encompasses the public right-of-way along Walnut Street between 5th Street and 22nd Street. The area has been identified in the map below.

PURPOSE OF THE PLAN

The primary purpose of this project is to establish a conceptual plan for streetscape enhancements to Walnut Street in Downtown Murphysboro. The resulting plan must provide the necessary resources to effectively guide future decision making to enhance the Downtown and the community as a whole. The plan also includes the necessary resources needed for funding assistance. Ultimately, the purpose of this plan is to provide a framework to make meaningful improvements to Downtown Murphysboro that will make it a vibrant destination for residents and visitors alike.

1.1 BACKGROUND

Downtowns are ever evolving. Older downtowns, such as Murphysboro, rights-of-way were originally built to accommodate smaller horse and buggies. The advent of the car and changes in lifestyles and consumer habits shifted people and business away from urban cores. Now, there is another shift occurring. One that is breathing life into downtowns across the heartland.

To assist in being a part of this renaissance, Murphysboro needs to address three primary factors in preparing this long-term conceptual plan for the Walnut Street Corridor.

1. Need for infrastructure to serve all modes of transportation.

The corridor primarily caters to motor traffic. But consumer demands are trending to create more safe, walkable spaces for pedestrians. The Walnut Street

Corridor is narrow providing added challenge to safely accommodate multiple modes of transit.

2. Need to improve safety for all users of the corridor.

While there have been no crash fatalities in the project area, there have been multiple crashes, many related to the tight configuration. See the Existing Conditions Section for more details.

3. Desire to enhance the downtown business climate.

Lastly, there is desire to enhance and expand the downtown business climate. Changes to the form and function of the Walnut Street Corridor can foster interest and foot traffic in the area and generate opportunities for businesses to expand and invest.

1.2 THE ROLE OF SAFE, COMPLETE STREETS

Safe, complete streets encourage and invite residents of all ages and abilities safe mobility. This includes drivers, pedestrians, and bicyclists and addresses a myriad of elements such as sidewalks, bike lanes, crosswalks, medians, bump-outs, vehicle travel lanes, streetscape and landscape treatments. All of which, when designed well, work together to reduce vehicle-related crashes, pedestrian risk, and bicyclist risk. Not only do well designed streets improve safety, they promote health benefits through increased physical activity. Ultimately, this environment will benefit the residents, businesses and community as a whole.

1.3 PLANNING PROCESS

This planning process occurred at an unprecedented time in this century due to the COVID-19 pandemic. Countries across the globe were asked to "shelter in place, self-quarantine, and be socially distant." This challenged the typical planning process and required some creative adjustments to the usual process.



DOWNTOWN ETHOS

The ethos of Downtown Murphysboro is a combination of nostalgic memories, current perceptions, and the potential the future holds. The following is a selection of comments collected throughout the planning process.

- Downtown is Murphysboro's Heart
- Apple Festival & Parade
- Celebrations & Festivals
- Root Beer Wagon
- Desire activity during & after hours
- Currently Stale
- Unsafe Sidewalks
- Unsafe Pedestrian Environment
- Revitalized
- Green Space
- Downtown is the "place to be"
- Entertainment, Service & Retail Center
- Architecture
- Evolving
- Quaint, charming & vintage

A snapshot from the Socially Distant survey sent to the Study Oversight Team.



1.4 STUDY OVERSIGHT TEAM MEETING #1
 At the beginning of the process, a Stakeholder Oversight Team, consisting of ten (10) residents, business owners, buildings owners, and elected officials was created. Since meeting in person was not an option during this time, the first Stakeholder Oversight Team kick-off meeting and walkabout was canceled. Instead, an on-line, interactive survey and walkabout was created. Team Members were asked to share a treasured memory or a favorite part of Downtown. They were also asked to use a word or phrase to describe Downtown Murphysboro today as well Downtown Murphysboro in 25 years. The result is summed up in the Downtown Ethos at left.

Team members were asked to walk or virtually walk the corridor and give feedback on the strengths, weaknesses, opportunities, and threats that existed. Prompted topics included: safety concerns for all modes of transit, safety and aesthetic improvements, potential improvements for gathering, and general comments. The Existing Conditions Section on page 13 cover the results in more detail.

This socially distant engagement method also allowed participants to rate a series of representative images of the streetscape elements. These images aided in the development of the proposed safety improvements and enhancements to the Downtown Walnut Street. These elements include lighting, sidewalk treatments, bump outs, crosswalks, landscaping, wayfinding signage, and flex spaces. These were also in line with the shared streets and downtown revitalization portions of the placemaking efforts of "Revitalize 62966." The results can be reviewed in the Concepts Section on page 25.

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The Murphysboro Paving Brick Co. began in 1909 and produced as many as a quarter-million bricks daily until the plant closed in 1931. These bricks were used to surface streets across Southern Illinois communities. As the plant grew, the bricks also paved streets in Arkansas, Colorado, Missouri, Mississippi, and Florida. They paved the Indianapolis Motor Speedway and the transcontinental Lincoln Highway. Most notably, however, the bricks went international as they were used in the construction of the Panama Canal.

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Photo Source: Hal Blaine Ensor

EXISTING CONDITIONS

WALNUT STREET CORRIDOR

The purpose of this section is to review the existing conditions of the corridor to set benchmarks for improvements. The majority of Walnut Street in the study area is a two-way corridor with center turn lane throughout. The posted speed limit is 40 mph on the fringes, and transitions down to 35 mph and 30 mph respectively before hitting the lowest speed of 25 mph through the heart of the downtown.

Land uses and conditions also vary throughout the corridor. There is a strong mix of residential, commercial, retail, office, and service throughout.

The western portion of the project area is more residential in nature and transitions into more modern commercial site developments. The core downtown portion was developed more traditionally with zero setbacks and no parking lots. The east side of the corridor once again transitions to more traditional commercial development with intermittent residential throughout.

The following is a summary of the existing conditions and exiting traffic data for the area.



A view looking east from the western portion of the corridor.

Crash Data

Looking at the entire community's crash data, the majority of the accidents have occurred within the project area. Along Walnut Street in the project area, there were 147 crashes reported between January 2014 and November of 2019. Of those crashes, there were 55 injuries reported and no fatalities. Below is a heat map of the location of the nearly six (6) years of reported crashes. Of those collisions, nearly 40% were rear ends, while another 20% involved the vehicle making a turn. Also noted at the time of the crash, 46% of the incidents did not involve an area that was controlled by some sort of traffic device, meaning it most likely occurred mid-block.

Map 2 | Murphysboro Community Wide Crash Data

January 2014 - November 2019

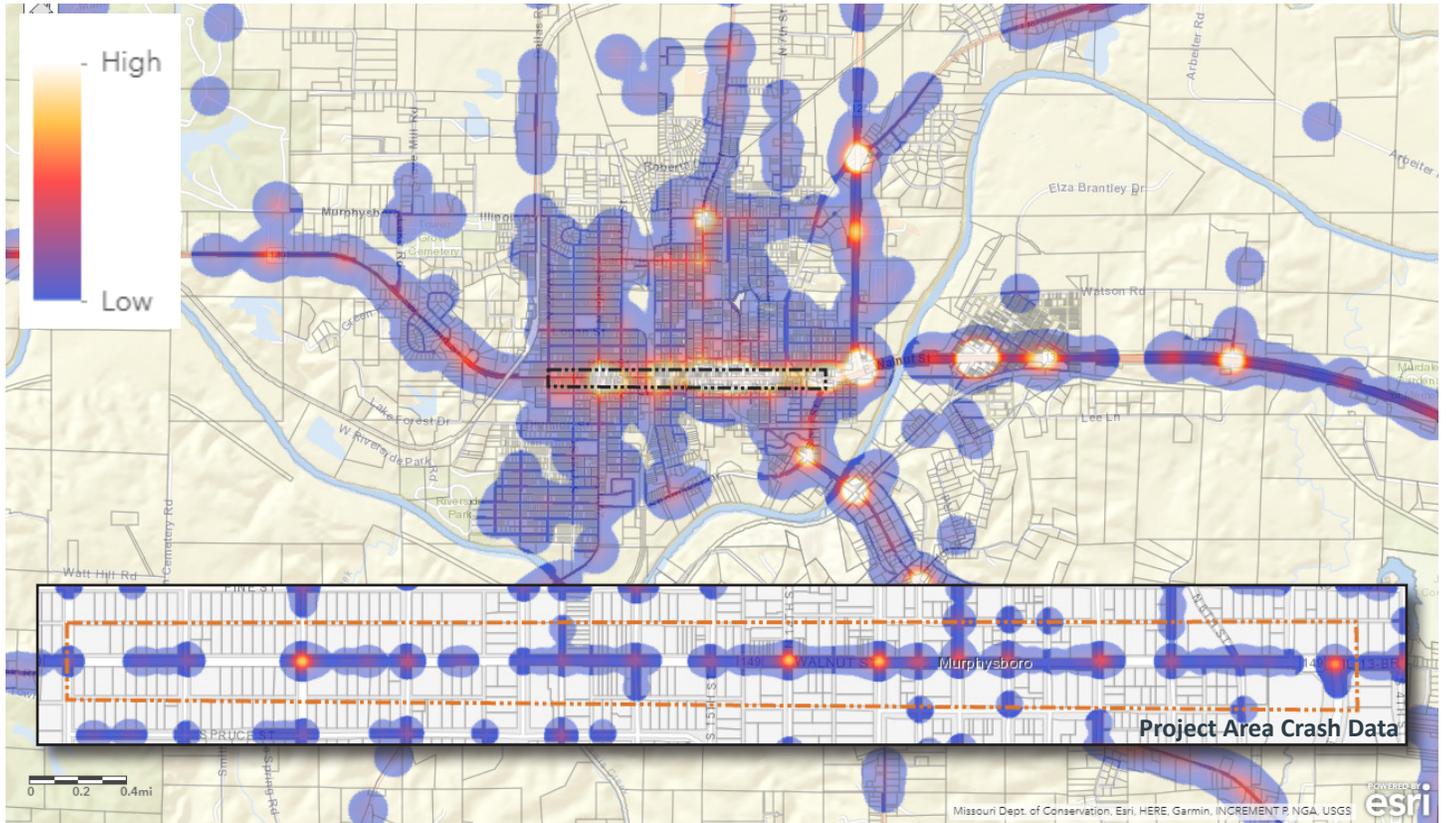


Chart 1 | Collision Types

January 2014 - November 2019

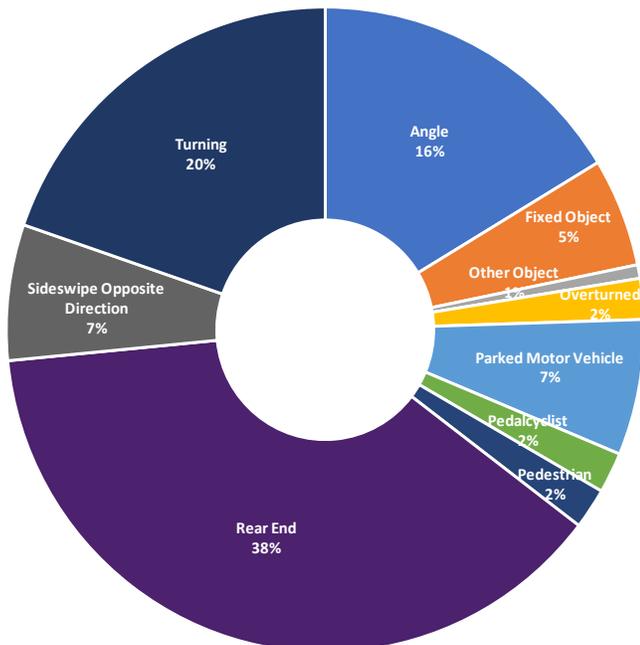
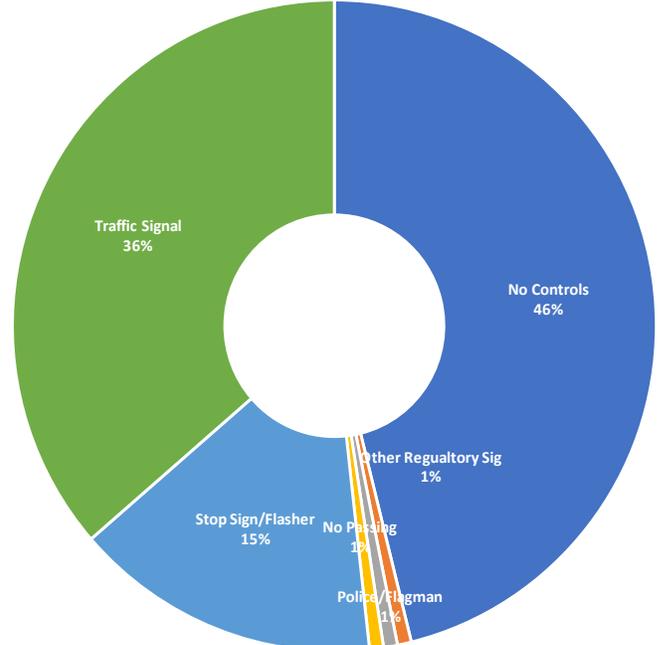


Chart 2 | Traffic Control Measure at Collision Site

January 2014 - November 2019





Twenty-four (24) collisions occurred along Walnut Street between 5th Street and 7th Street resulting in 4 injuries during the data collection period of January 2014 through November of 2019. Walnut Street is a four-lane, two-way with a center turn lane in each direction and 5th Street is a signaled, T-Intersection, two way with a center turn lane. 6th Street is an angled intersection from the North and where Walnut transitions into a two-lane with center turn lane. 7th Street is a two way intersection. Thirty-eight percent of the conflicts resulted from rear end collisions, while 33% occurred while turning. This is an area with wide right-of-way and lots of opportunities for conflicts.

At this intersection, there are a mix of uses including a pharmacy and retail use, a liquor store, and residential (but with no driveway access off of the route).

Observations from the Team include:

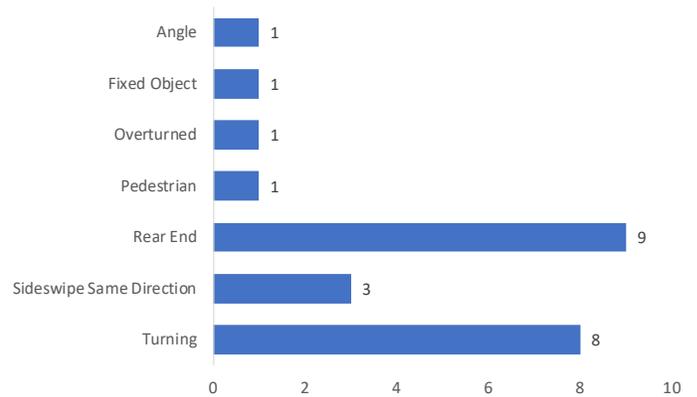
STRENGTHS / OPPORTUNITIES

- Landscaping would improve the area
- Renovations to houses would improve the area

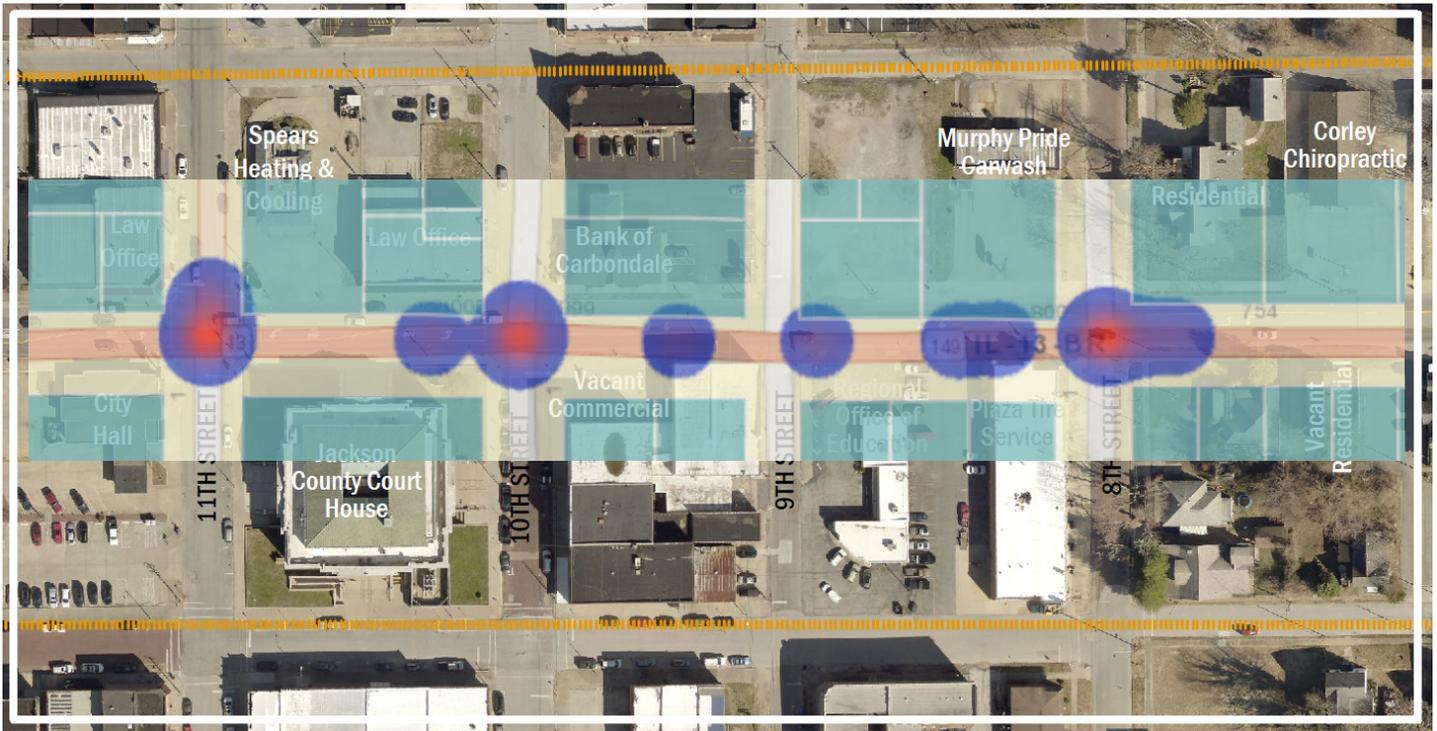
WEAKNESSES / THREATS

- Vacant CITGO
- Not a very attractive area.
- The merging around 5th street heading west is awkward and a race to merge in the tight space.
- Bad curb/guttering at 6th street intersections.
- Elevated hydrant at NE quadrant at 7th Street.
- Turn lanes really need to be there and the wall across 5th Street needs to be addressed for ADA, sidewalks, etc.
- The retaining wall needs to be more aesthetically pleasing

Chart 3 | Collision Types on Walnut St between 5th - 7th Sts
January 2014 - November 2019



Walnut Street at 5th Street, looking west.
Photo Source: Chastain & Associates LLC



Twenty-seven (27) collisions occurred in the corridor of Walnut Street between 8th Street and 11th Street during the data collection period of January 2014 through November of 2019. Walnut Street is a two-lane, two-way with a center turn lane in each direction. 11th Street is the only signaled intersection in this section. Over 40% of the conflicts resulted in rear end collisions. This is a dense and busy part of Walnut with multiple points of conflict for users.

At this intersection, there are a mix of uses including civic, retail, and residential.

Observations from the Team include:

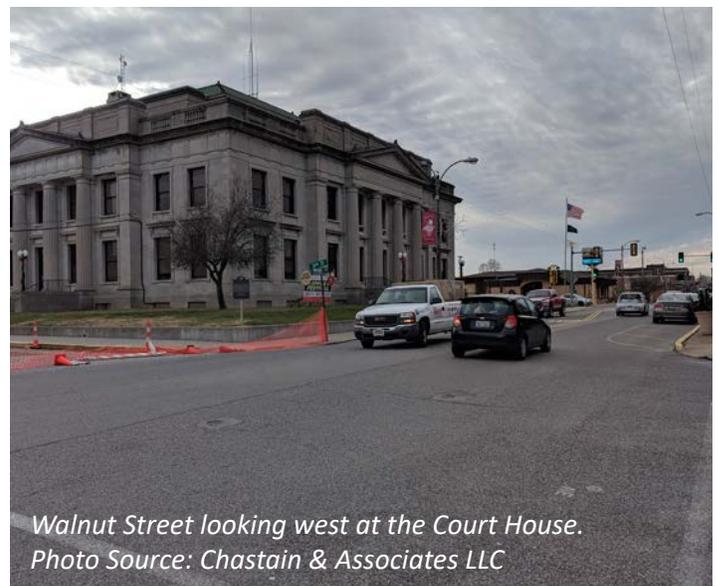
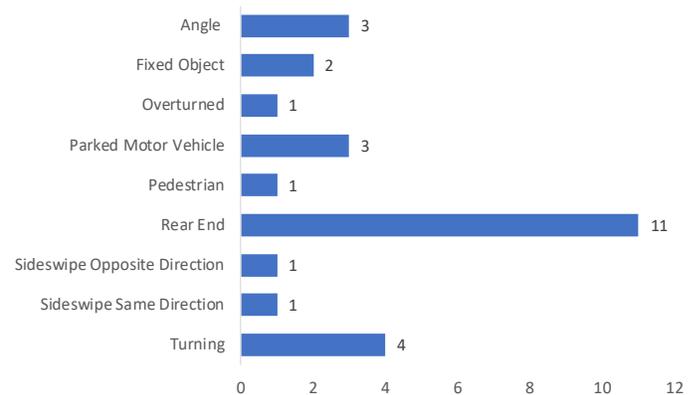
STRENGTHS / OPPORTUNITIES

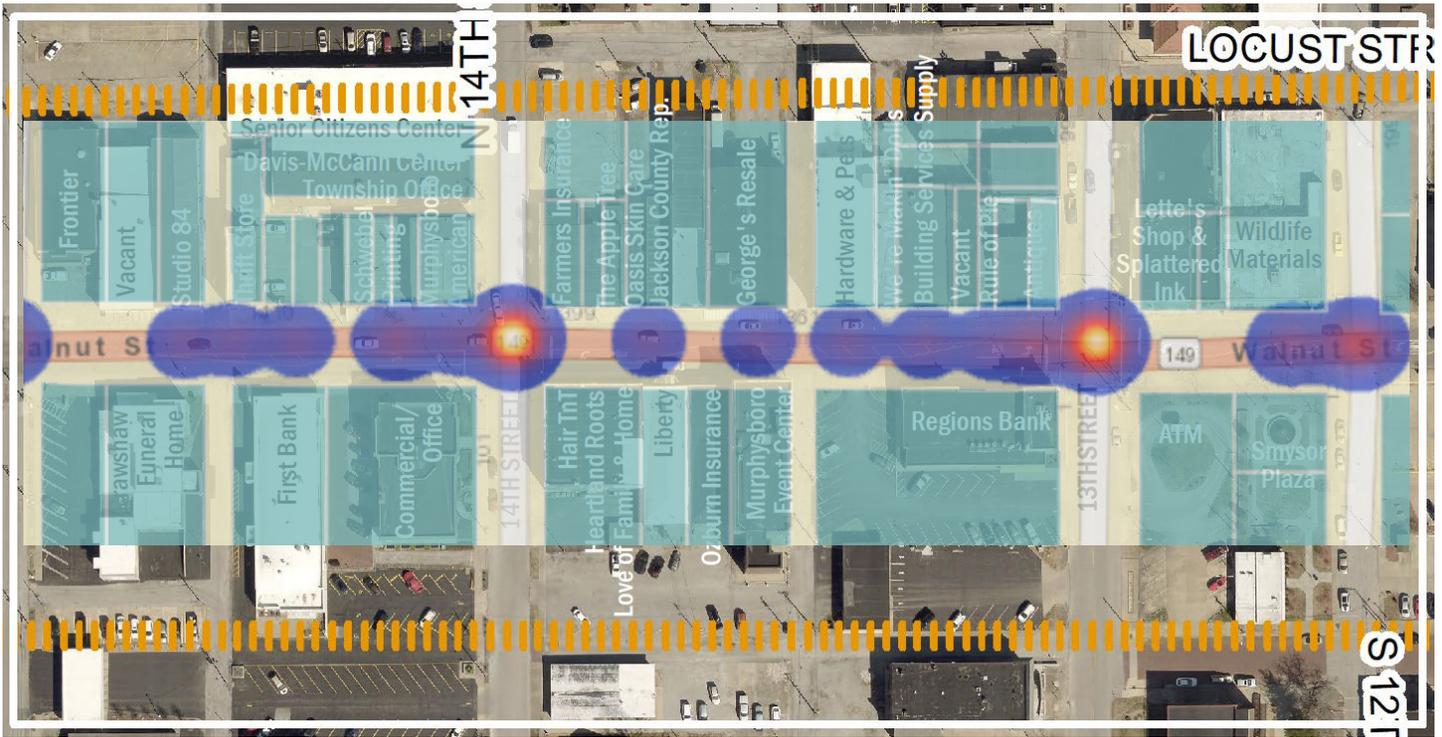
- Opportunities for Green Space
- Opportunity for upgraded/uniform poles and utilities
- Wayfinding to improve corridor
- Reduce / eliminate turn lanes to reclaim space at 8th, 9th and 10th
- Keep bricks level at cross sections

WEAKNESSES / THREATS

- Un-shutter and maintain 2nd floor windows
- Flower beds in ROW die from winter salt and have lots of weeds

Chart 4 | Collision Types on Walnut St between 8th - 11th Sts January 2014 - November 2019





There were forty-four (44) collisions that occurred along Walnut Street between 12th Street and 14th Street resulting in 20 injuries during the data collection period of January 2014 through November of 2019. This is by far the most dense and congested part of the study area. Walnut Street is a two-lane, two-way with a center turn lane. There are lots of obstacles within the right of way as well as conflicts with on-street parking throughout the mid-blocks. There are also a high number of accidents at 14th and 13th Street intersections. Improving visibility and safety is a top priority for the design of this area.

At this intersection, there is a strong mix of uses, many of which have lots of in and out traffic throughout the day.

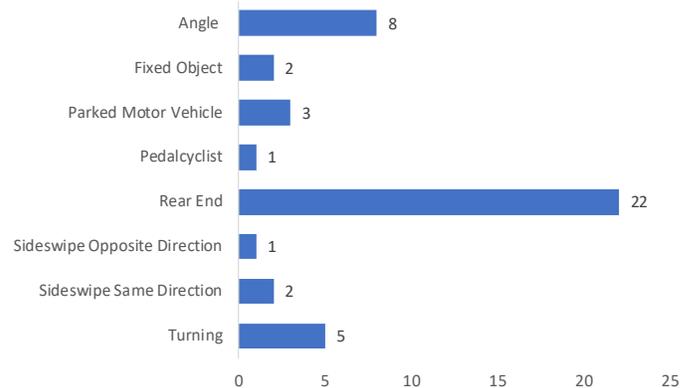
STRENGTHS / OPPORTUNITIES

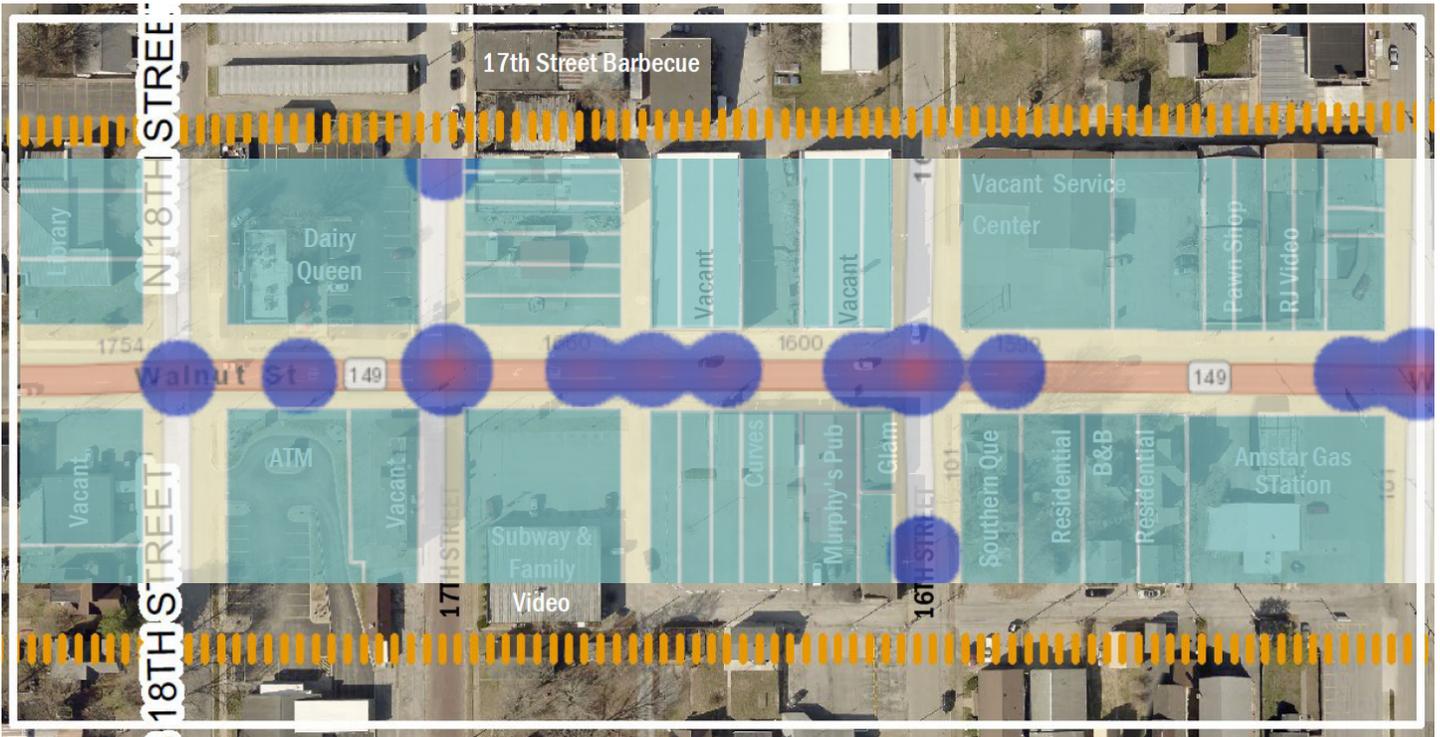
- Eliminate on-street parking to gain pedestrian space
- "Best" blocks on Walnut; lots of building character; retail opportunities
- Some turn lanes could be eliminated
- Opportunity for green space
- Opportunity for public art in ROW and on sides of buildings
- Special treatment of intersection at 13th for festivals
- Lots of architectural character with older buildings

WEAKNESSES / THREATS

- Unsightly power lines and utility poles
- Improve hardscape (curbs, striping, etc)
- Improve signage, both transportation and wayfinding
- Sidewalks need aesthetic improvements
- Eliminate flower beds
- Lots of poles and clutter in the sidewalks obstructing flow for pedestrians

**Chart 5 | Collision Types on Walnut St between 12th - 14th Sts
January 2014 - November 2019**





There were eighteen (18) collisions that occurred along Walnut Street between 5th Street and 7th Street resulting in 7 injuries during the data collection period of January 2014 through November of 2019. Walnut Street is a two-lane, two-way with a center turn lane. There are several of obstacles within the right of way. Improving visibility and safety is a top priority for the design of this area.

At this intersection, there is a strong mix of uses, many of which have lots of in and out traffic throughout the day.

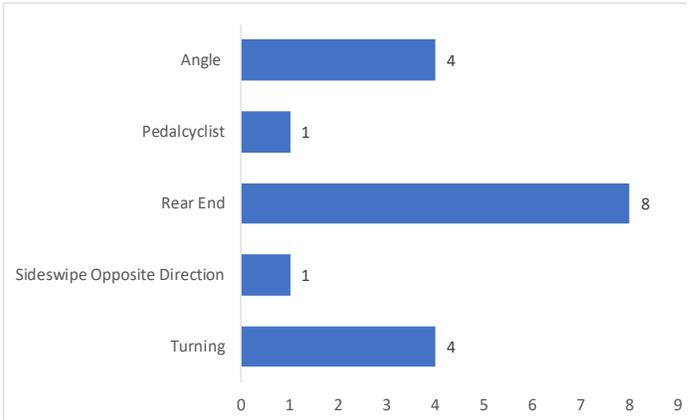
STRENGTHS / OPPORTUNITIES

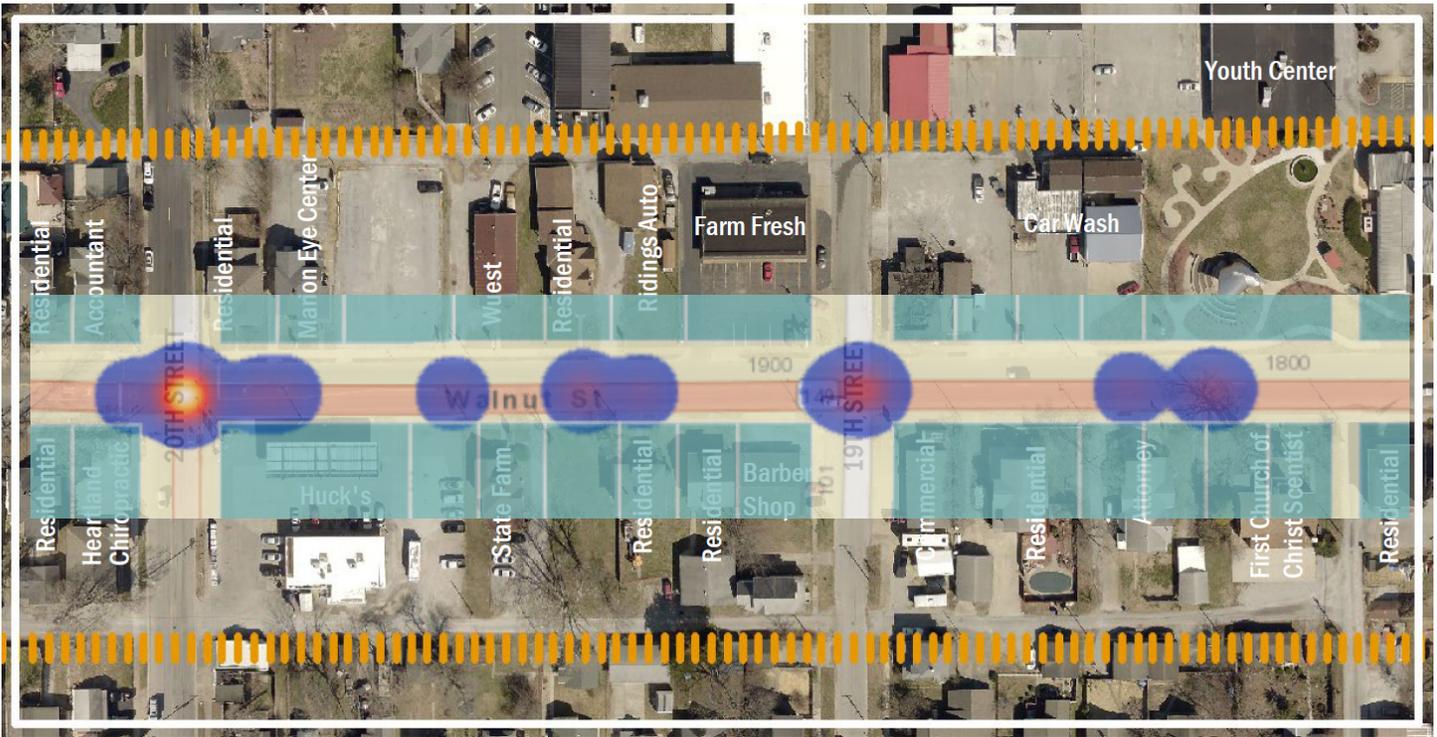
- Introduce landscaping and wayfinding
- Incorporate brick into the hardscape
- Crosswalks and ADA access
- Introduce a bike lane?

WEAKNESSES / THREATS

- Bad sidewalks
- Utility lines and poles
- Property and building maintenance
- Old Depot
- Lots of poles and clutter in the sidewalks obstructing flow for pedestrians

Chart 6 | Collision Types on Walnut St between 15th - 18th Sts
January 2014 - November 2019





There were twenty-seven (27) collisions that occurred along Walnut Street between 19th Street and 20th Street resulting in 10 injuries during the data collection period of January 2014 through November of 2019. Collision types include angle, turning, and rear ending. Walnut Street is a two-lane, two-way with a center turn lane. There are several curb-cuts along the corridor in this area introducing more opportunities for conflict. Reducing conflict points is a top priority for this area.

Within this section, older residential homes have been converted into professional offices and services. Additionally, more modern infill with larger setbacks and parking lots has been introduced.

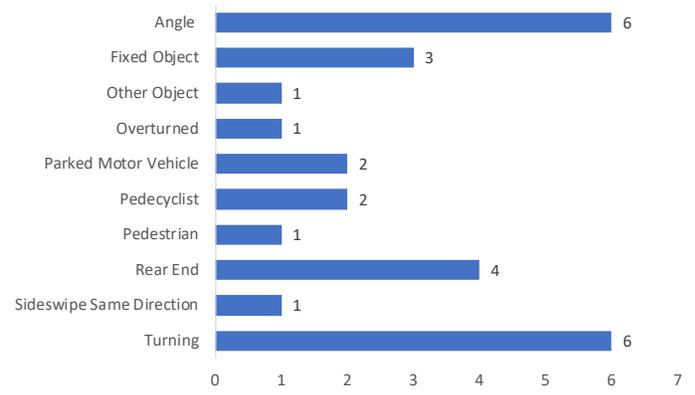
STRENGTHS / OPPORTUNITIES

- Good street width
- Opportunity for more trees and landscaping
- Mixed uses, public uses (library, youth center, etc.)

WEAKNESSES / THREATS

- Dilapidated homes and businesses
- Gravel parking lots
- Lacks historic feel or character
- Utility lines and poles
- Property and building maintenance

Chart 7 | Collision Types on Walnut St between 18th - 20th Sts
January 2014 - November 2019



Walnut Street looking east in front of the library.
Photo Source: Chastain & Associates LLC



There were eighteen (18) collisions that occurred along Walnut Street between 5th Street and 7th Street resulting in 7 injuries during the data collection period of January 2014 through November of 2019. Walnut Street is a two-lane, two-way with a center turn lane. There are several of obstacles within the right of way. Improving visibility and safety is a top priority for the design of this area.

The area turns to more residential uses in this area as it transitions away from the downtown.

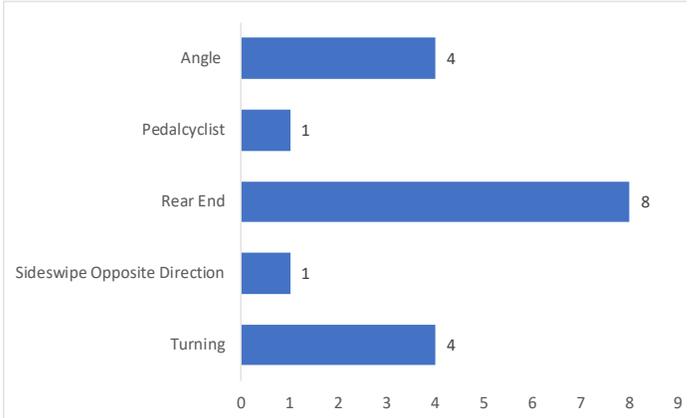
STRENGTHS / OPPORTUNITIES

- Wide right-of-way, good green space and curb and gutter
- More residential in character, should keep that

WEAKNESSES / THREATS

- Crosswalks needed to access middle school for students
- Lack of building character and aesthetics
- Lots of curb cuts
- Variation in setbacks and development patterns
- Sidewalks need upgraded to meet current ADA standards

Chart 8 | Collision Types on Walnut St between 21st - 22nd Sts
January 2014 - November 2019



Walnut Street at 22nd Street, looking east.
 Photo Source: Chastain & Associates LLC

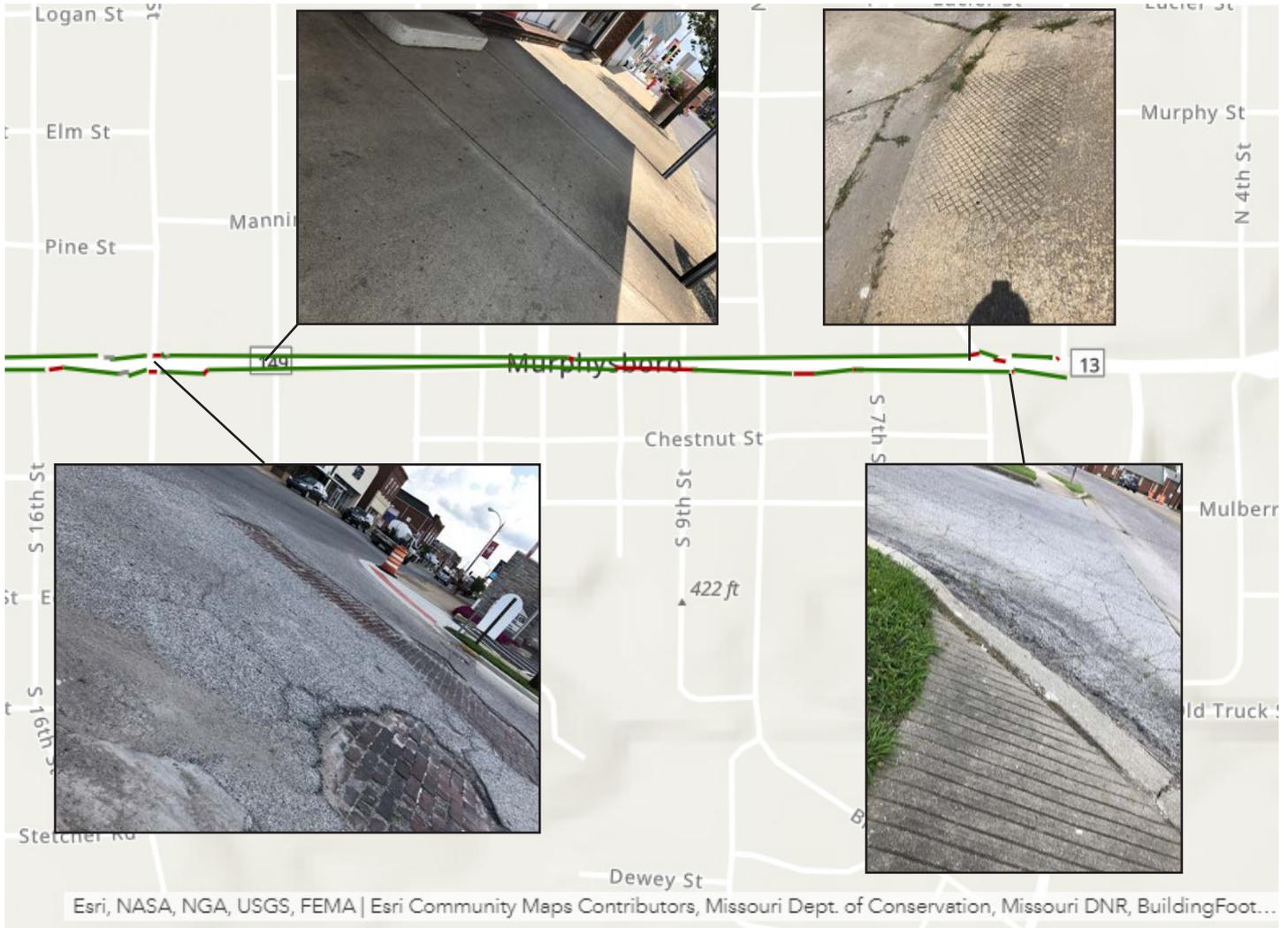
PEDESTRIAN ENVIRONMENT

A walkable environment offers benefits to health, finances, the environment, and our communities.

A visual assessment of the sidewalk conditions for accessibility and mobility in the project area was conducted as a part of this study. There are several sections which do not appear to meet current ADA standards. They are denoted on the following map.

Most sidewalks are in good condition and meet ADA requirements for width and slope. There are, however, some ramps which do not meet current ADA requirements and some stretches of sidewalk which are severely cracked (the 'Other' category) and overgrown. At the time of this report, the City was replacing several ramps and section of sidewalk along the corridor.





Ensuring a safe and code compliant environment for walkers is paramount to the health of the community.

CONCEPTS



WALNUT STREET CONCEPT

The section contains concepts for changes and improvements to the project area along the Walnut Street Corridor in Downtown Murphysboro. These concepts were created with the intent of creating complete streets, meeting the goals established by the City in the most recent placemaking efforts, and creating a safe and unique user experience for residents and visitors alike.



Photo Source: Hal Blaine Ensor

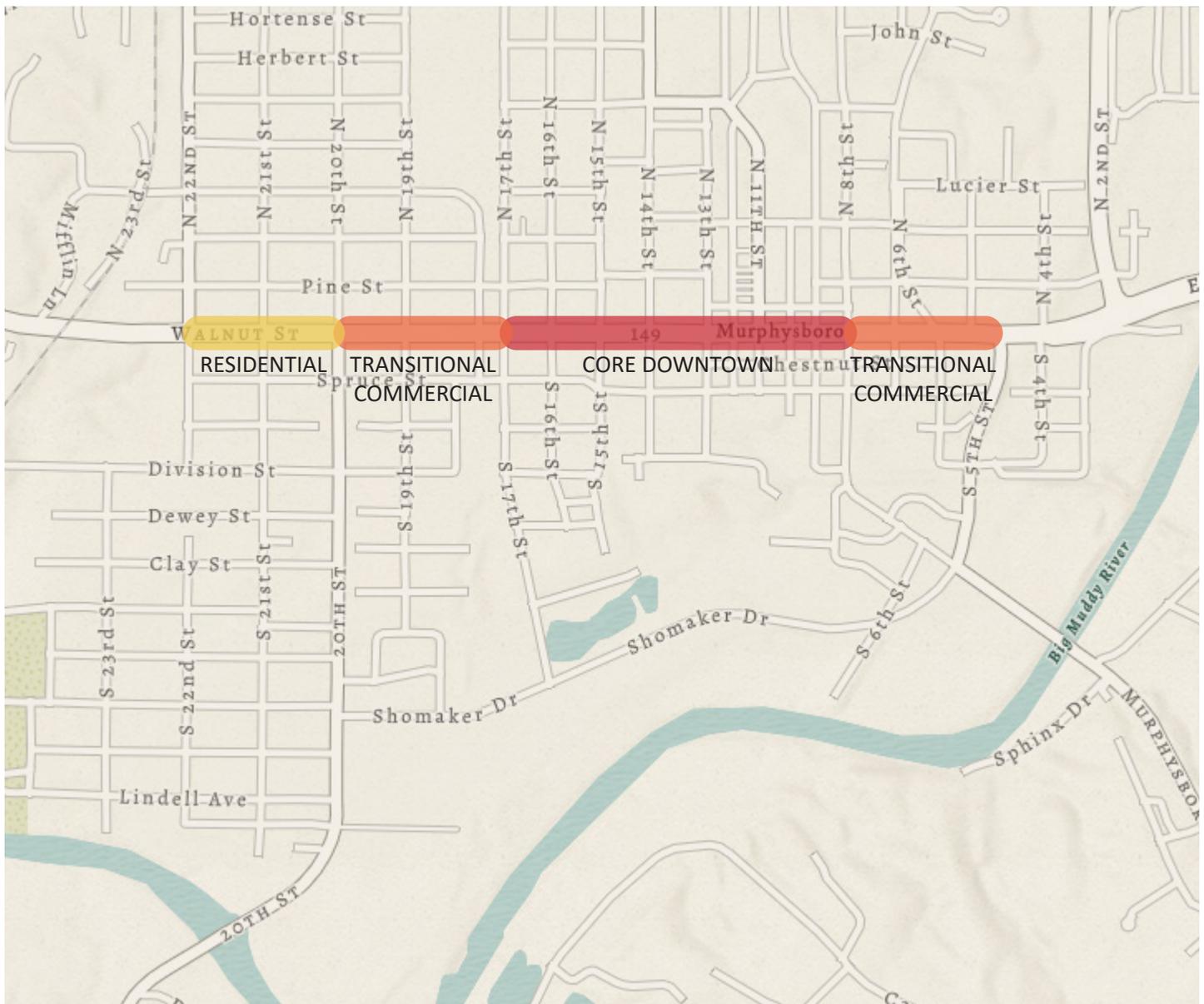
DEVELOPMENT CONCEPTS

The concepts and representative images on the following pages were created to serve as a general guide to improve the overall safety and identity of Murphysboro. Generally, the concepts are aimed at improving the downtown users experience through safety enhancements, improvements to transportation systems, and accessibility for all.

The concepts allow for pedestrian upgrades in the residential area and transitional commercial areas and for a more intense streetscape treatment of the core downtown area, including providing a flexible parking option to allow for the users to decide when and how best to utilize the space--for public space or for parking.

Additionally, this experience will be enhanced through changes in materials, pathways, street furniture, lighting, and pavements. All of which create a unique identity and experience for Downtown Murphysboro.

Development Zones | Downtown Murphysboro



RESIDENTIAL

The residential area will remain much the same. Proposed improvements allow for ADA sidewalks and crosswalks along the corridor. Curb cuts are eliminated in areas to reduce pedestrian-vehicular contact points. Grass and landscaping is proposed between the curb and back of sidewalk.

Additionally, the concepts introduce slight bump outs onto Walnut at the intersections. This design will provide a shorter crossing distance for walkers and make walkers more visible to drivers. It also helps to better define the parking areas from the drive lanes.



Typical Geometry Treatment of Residential Blocks



TRANSITIONAL COMMERCIAL

From the west, heading east, this area is where the corridor transitions from residential into a more commercial area. Many residential single-family homes have been converted into office units. The buildings are set further back from the sidewalk and car dependency is slightly higher.

From the east, heading west, the transitional commercial

area resembles more of modern day commercial corridor with buildings set further back on larger lots with on-site parking areas.

The recommended changes for both areas calls for ADA compliant sidewalks and ramps on both sides of the street and a reduction in the size and number of intersections where feasible. Turning radii have been improved where possible. The lane geometries stay the same.



Typical Geometry of Transitional Commercial Blocks



DOWNTOWN CORE

The Downtown Murphysboro Core area, generally speaking, is a narrow corridor containing a multitude of historic structures built on the front property line. The corridor's infrastructure is showing signs of aging and in need of replacements and updates.

During the course of this study, Walnut Street, under the jurisdiction of the Illinois Department of Transportation, did receive a fresh overlay, helping to improve the comfort of traversing the corridor by car. The improvements suggested within the following concepts will help improve the comfort of the Walnut Street corridor for people to walk and gather around Downtown.

The proposed changes to the Downtown Core include:

- New ADA compliant sidewalks and crosswalks.
- Replacement of the existing exposed aggregate concrete light fixtures with a more traditional fixture.
- Conversion of the on-street parking into a flex space on the north side of the street. Can be used for parking, festivals, outdoor dining, or even a parklet. This area

should be a brick or stamped concrete to emulate the history of brick in Murphysboro.

- More trees are proposed for the south side of the street.
- Improve turning radii onto side streets to better accommodate delivery trucks and the like.



Typical Material and Geometry Treatment of Downtown Blocks



Typical Cross Section - Demonstrating Flexible Public Space in lieu of Parking



HIGHLIGHTS:

- Allows for the option of on-street parking OR for the option of increased public space
- Increases the option for public space by 8' along the north side of Walnut
- Allows for more public space for gathering
- Improves person and vehicular safety while traversing the corridor

ZONE A

9' Active Space Area

- Located between Building and Clear Pathway Area
- ADA Compliant access to buildings
- May contain planters, sandwich boards, benches, bistro tables, and business displays

5' Clear Pathway Area

- Meant for Pedestrian Traffic
- No obstructions should be located for ease of flow

2' Service Area

- Provides a protective barrier between Clear Pathway and Traffic
- Provides opportunity for place making and community identity
- Houses trees, streetlights, planters, benches, recycling and trash receptacles, and wayfinding signage

ZONE B

Flexible Space

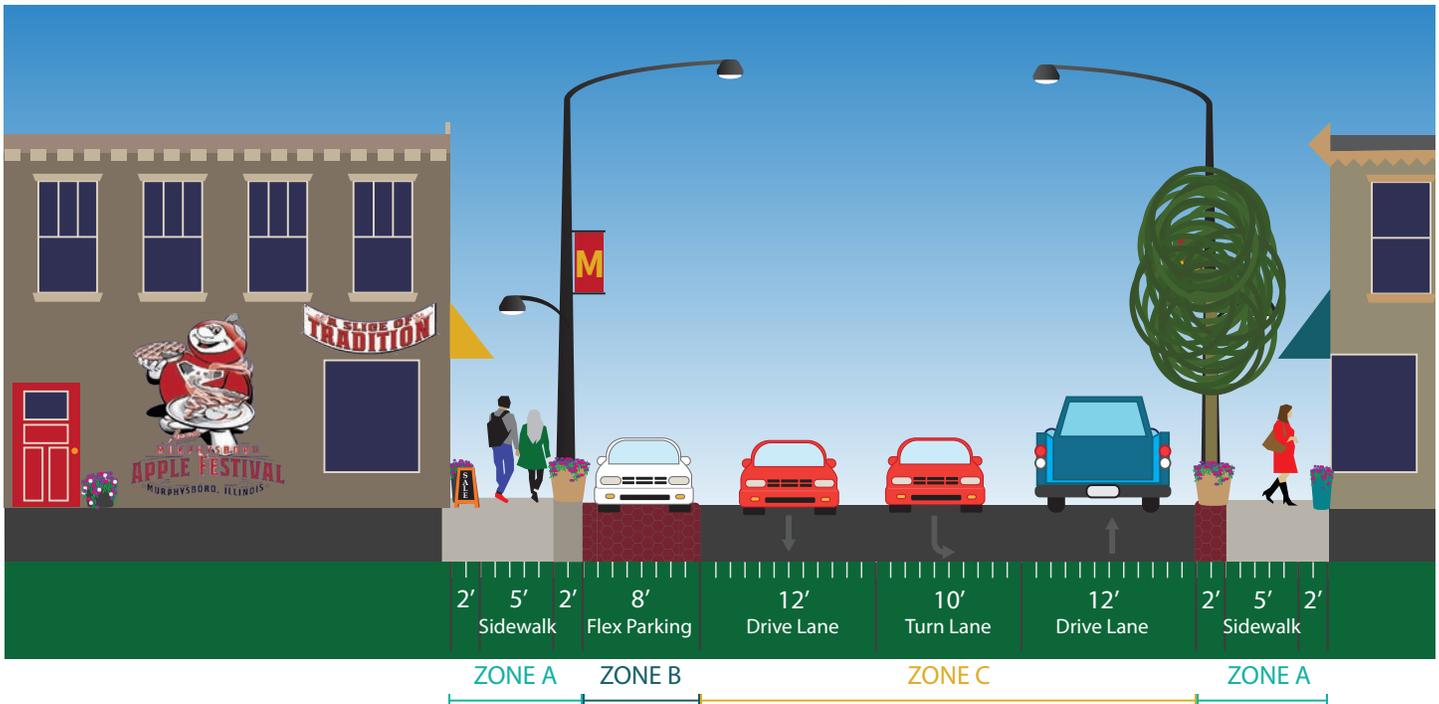
- Can accommodate on-street parking
- Can also be used as a flex space for additional public space for festivals, seasonal outdoor dining, or a parklet

ZONE C

12' Drive Lanes & Center Turn Lane

- Used for 2-way vehicle traffic with 10' center turn
- Shared Lane for bicyclists

Typical Cross Section - Demonstrating Flexible On-Street Parking



PHASING & COST ESTIMATES

PHASING & COST ESTIMATES

PHASING

The project area is large and completing all the changes along the corridor for the sixteen (16) blocks would come with a price tag too large to tackle all at once. To help make the development more obtainable, a phasing plan was created to break the corridor into financially manageable sections. These phases will also be helpful when going after a variety of funding sources to assist the City in accomplishing the plan.

COST ESTIMATES

The cost estimates were conservatively created to accommodate any unknowns for design and construction at this time. These cost estimates are based on concepts and will be accurate enough for funding acquisition. Final cost estimates can be determined once a preliminary engineering design has been accomplished.



PHASE 1 | \$2 million

This phase will improve the downtown core with new ADA compliant sidewalks, ramps, crosswalks as well as new flexible on-street parking areas and decorative lighting.

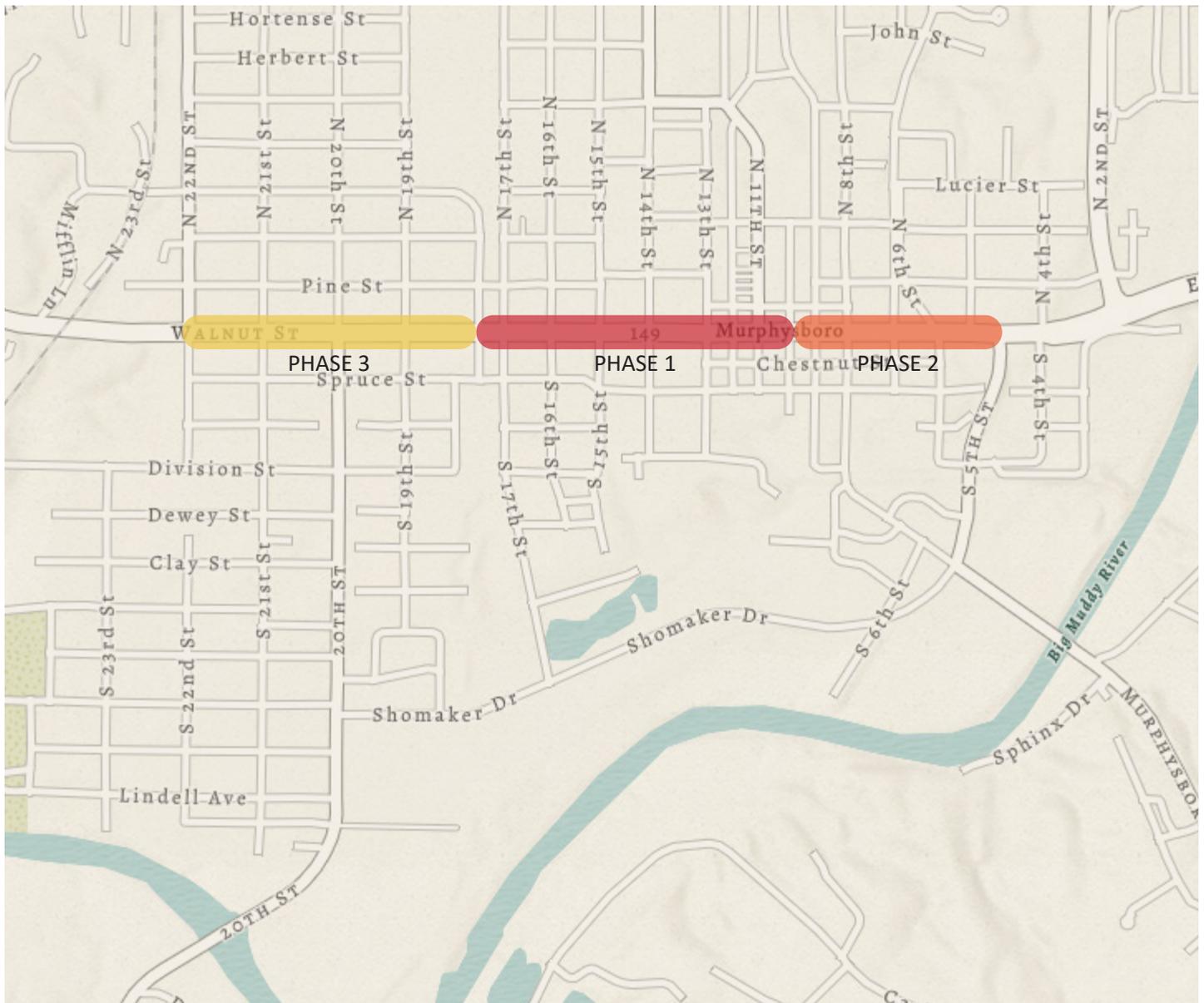
PHASE 2 | \$1 million

This phase will enhance the primary entrance into Murphysboro through improved sidewalks, intersections, and streetscaping elements.

PHASE 3 | \$1.5 million

Phase 3 is the more residential portion on the corridor. The enhancements here will play up the residential character by improving the pedestrian lighting, enhancing the on-street parking, and adding more street trees.

Phasing Plan



FUNDING SOURCES



FUNDING SOURCES

GRANT PROGRAMS

An important source of funding for the construction of the downtown streetscape is grant programs offered by state and federal agencies, especially including the Illinois Department of Transportation (IDOT). A summary of the applicable sources can be found on the following page. It should be noted that at the time of this master plan, the State of Illinois, like the rest of the world, was beginning to recover from the financial ramifications of the COVID-19 crisis. While funding was being released for economic recovery, some funding sources were suspended until further notice.

OTHER FUNDING SOURCES

In many cases, community groups and civic organizations may be willing to organize fundraising efforts to assist with these costs. They may also be able to volunteer labor to assist with small development projects such as new banners, street furniture installations, and even seasonal plantings and decorations.

Despite hard economic times, support from local businesses and corporations should be sought. Both non-profit and for-profit organizations can be rewarded for their support with acknowledgment on a plaque or sign at the site. .



CATEGORY	MAXIMUM AWARD AMOUNT	LOCAL MATCH
SAFE ROUTES TO SCHOOL (SRTS)		
Federal funding program run through the Illinois Department of Transportation to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools. http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index	\$200,000 (\$25,000 minimum)	0%
ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM		
Helps expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation. http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP	\$2,000,000 max award	20%
ECONOMIC DEVELOPMENT PROGRAM		
This IDOT program provides grant assistance for roadway improvements necessary for access to new or expanding industrial, manufacturing or distribution facility companies. This is not a competitive program however; the funding commitment is based on how many jobs will be created and/or retained. The company must commit to creating new employment and/or retaining employment in Illinois. http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/economic-development-program	Funding amounts for each project are determined by the number of NEW and RETAINED jobs provided.	50% (Local Roadways) 0% (State Roadways)
TRUCK ACCESS ROUTE PROGRAM (TARP)		
Assists local governments to upgrade roads to accommodate 80,000-pound truck loads. http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/truck-access-route-program	\$45,000 per lane mile and \$22,000 per eligible intersection. Max award of \$900,000	50%
COMMUNITY DEVELOPMENT BLOCK GRANT - PUBLIC INFRASTRUCTURE		
Local governments that need to improve public infrastructure and eliminate conditions detrimental to public health, safety, and public welfare may request a maximum of \$550,000.00 to undertake projects designed to alleviate these conditions, with an emphasis on helping communities with substantial low to moderate-income populations. https://www2.illinois.gov/dceo/CommunityServices/CommunityInfrastructure/Pages/CDBG_Programs.aspx	\$550,000	0%
PUBLIC INFRASTRUCTURE REBUILD ILLINOIS (RIPI)		
The objective of the Rebuild Illinois Public Infrastructure (RIPI) component of the Rebuild Illinois plan is to provide grants funding public infrastructure improvements that can provide an improved foundation for economic growth in Illinois communities. https://www2.illinois.gov/dceo/CommunityServices/CommunityInfrastructure/Pages/RebuildIllinois_Programs.aspx	\$5,000,000 maximum \$250,000 minimum	0%

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MATCHLINE SHEET 2

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CITY OF MURPHYSBORO, ILLINOIS
WALNUT STREETScape EXHIBIT OPTION 2

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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MATCHLINE SHEET 1



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SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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MATCHLINE SHEET 4

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			ILLINOIS FED. AID PROJECT	

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SCALE: SHEET NO. OF SHEETS STA. TO STA.

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CONTRACT NO.			ILLINOIS FED. AID PROJECT	

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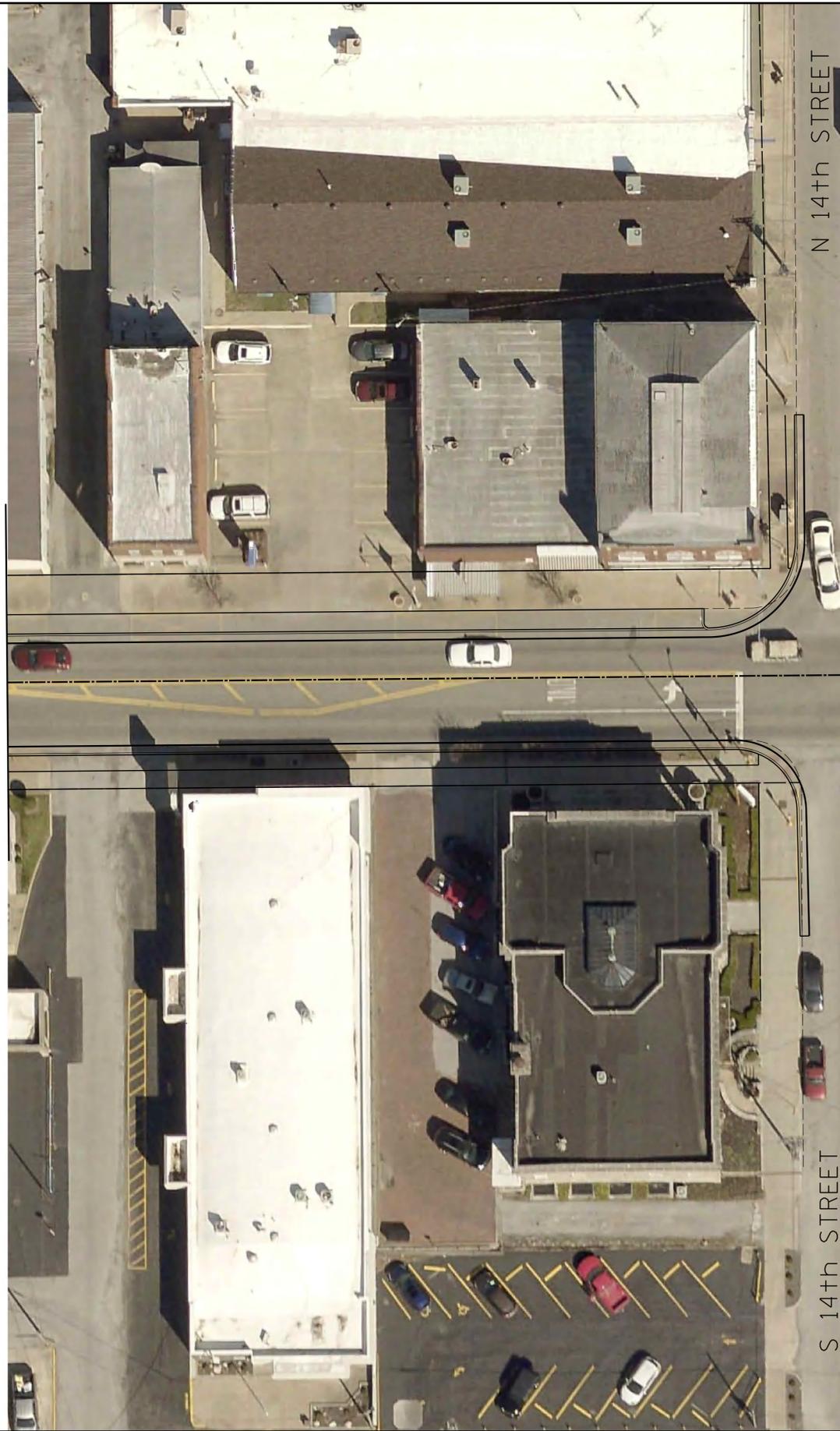
CITY OF MURPHYSBORO, ILLINOIS
WALNUT STREETScape EXHIBIT OPTION 2

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CONTRACT NO.				
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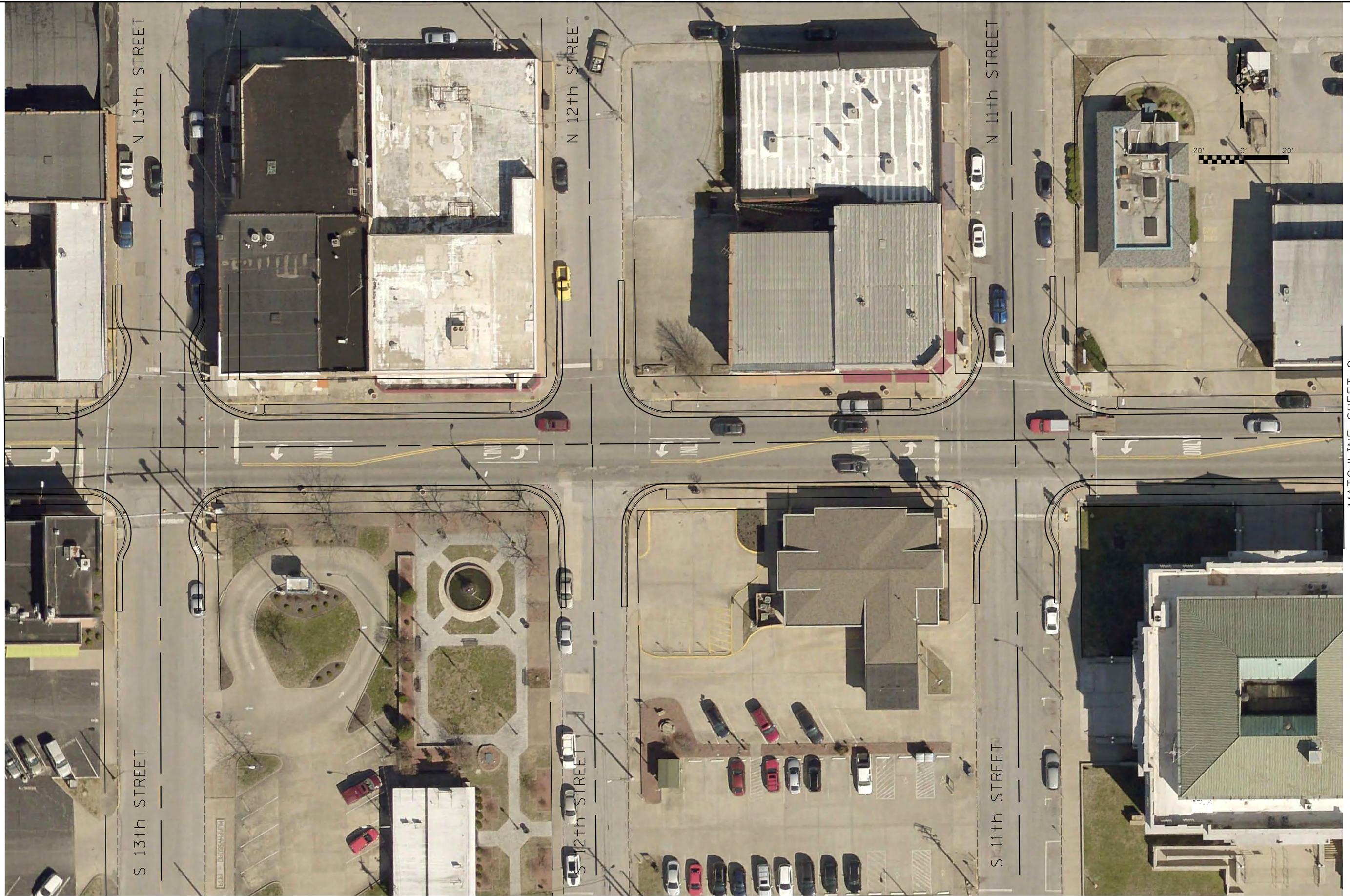
CITY OF MURPHYSBORO, ILLINOIS
WALNUT STREETScape EXHIBIT OPTION 2

SCALE: SHEET NO. OF SHEETS STA. TO STA.

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			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				

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CITY OF MURPHYSBORO, ILLINOIS
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SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CITY OF MURPHYSBORO, ILLINOIS
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SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			11	11
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