Acknowledgements

City of Joliet Mayor and City Council
Mayor Bob O’Dekirk
Don “Duck” Dickinson, At-Large
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Bettye Gavin, District 4
John Gerl, District 3
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Joliet City Center Partnership Board
Jim Roof (Chair) First Midwest Bank
Bryan Kopman (Vice-Chair) Kavanaugh Grumley & Gorbold, LLC
Mike Brick (Marketing Comm. Chair), Joliet Area Historical Museum
Megan Millen (Owners & Managers Assoc. Chair), Joliet Public Library
Sue Fritz-Bornhofen, Jacob Henry Mansion Estate
John Greuling, Will County Center for Economic Development
Mary Jaworski, Joliet Area Chamber of Commerce
Sue Moore, Moore Glass
Bob O’Dekirk, Mayor, City of Joliet
James V. Smith, James V. Smith & Associates
Dan Stevenson, Midland States Bank
Larry Walsh, Will County Executive
Denise Winfrey, Will County Board

Chicago Street Corridor Plan
Advisory Committee
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Jack Erickson, Director of Development, Rialto Square Theatre
William Kelly, Executive Director, Illinois Route 66 Scenic Byway
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Katie Marcoux, Past Vice President of Marketing, Harrah’s Joliet Hotel and Casino
Megan Millen, Executive Director, Joliet Public Library
Amy Murphy, Dean of Applied Arts, Workforce Education and Training, Joliet Junior College
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Emma Prucha, Student, Joliet Junior College

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LEAD CONSULTANT
GINKGO PLANNING & DESIGN, INC.
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Wolff Landscape Architecture, Inc.
CIVIL, ROADWAYS & COSTS
TranSystems
TRAFFIC & MULTIMODAL CONNECTIONS
KLOA, Inc.
WAYFINDING & SIGNAGE
Carol Naughton + Associates, Inc.
A graphic document showcasing design concepts

1 PLAN SCOPE & CONTEXT
Chicago Street is Downtown Joliet’s historic central spine and the original path of Route 66 as it made its way through the heart of the city. Today major centers of activity are still within or adjacent to the corridor, including civic institutions such as the Joliet Public Library, Will County Court House, the University of St. Francis, entertainment venues such as the Rialto Square Theatre and Harrah’s Casino, and the public transportation center of Joliet’s Union Station.

However, Chicago Street is currently bypassed by much of the traffic entering Downtown due to the disconnected roads between Jefferson Street and Washington Street and the one-way couplet of Scott Street (US6/IL 53) to the east and Ottawa Street to the West.

Major catalytic projects, recently completed or currently underway, are revitalizing this historic Downtown, including the new Joliet Junior College Downtown campus, a new County Court House, and the Transportation Center. Most significantly, after over 50 years since the old Courthouse was demolished, the City has undertaken the reconnection of Chicago Street between Jefferson and Washington Streets.

Today, the Chicago Street Corridor is poised to once again become one of the regions most vibrant urban spaces, well loved by the community and a memorable destination for tourists.
Downtown Joliet is enjoying a wonderful renaissance. Major catalytic projects have been completed or are currently underway to bring fresh new opportunities to this historic urban center, including the following:

**Joliet Gateway Center**
Completed in Spring 2018, this new facility is a major regional transit hub for Joliet and the region and is a key part of the revitalization of downtown Joliet. The new facilities provide a first class transit amenity for the traveling public. The center is also planned to be a stop along the Chicago to St. Louis high speed rail corridor, which is expected to provide more convenience and additional train service for regional travelers.

**Will County Justice Center**
The new Will County Justice Center broke ground in December 2017. The 10-story building is being constructed on the site of the former First Midwest Bank building at the corner of Jefferson and Ottawa Streets, only a block west of Chicago Street. The 365,000 square foot facility will have improved security, 38 courtrooms, ancillary office space, a green roof, cafeteria, and raised pedestrian plaza at the southwest corner of Jefferson and Ottawa streets.

**Joliet Junior College, City Center Campus**
Opened in 2017, the new 6-story, 96,000 square-foot building is a major new anchor on Chicago Street. Programs offered include Culinary Arts, Adult Education and Literacy and Workforce Development. The Center also offers two new restaurants which are open the public that are operated by Chefs and students. The Center is also attached to the newly renovated Renaissance Center, originally designed by Daniel Burnham.

**Barber Building adaptive reuse**
The Barber Building on Chicago Street is being rehabilitated to include commercial spaces on the first floor and apartments on the upper four floors. “It’s Amazing”, a women’s apparel shop, recently opened in one of the commercial spaces.

**Chicago Street Reconnection**
Reconnecting Chicago Street between Washington and Jefferson Streets Decades ago, Chicago Street was disconnected between Jefferson Street and Washington Street with the intention of making the corridor more pedestrian-friendly and enhancing the downtown character. In reality, the disconnect made it more difficult to access Downtown. Phase II design is underway with construction planned in 2019. The reopening of Chicago Street will create an opportunity to improve mobility, pedestrian and vehicular access to the new transportation center, and help define the street as the main spine of Downtown Joliet.

**Will County States’ Attorney Office Building**
Demolition of this dated building occurred in April, 2018 while the final draft of the plan was being prepared. This is a key step in the creation of a new urban square on Chicago Street in the heart of Downtown Joliet.
Chicago Street is still one of our regions most beautiful historic streets. While many wonderful old buildings have been lost and new design patterns were introduced in the post-war years, the street has never lost its beautiful urban scale and charm. Unfortunately, the current streetscape is approximately four decades old and in need of an update to accommodate current and future businesses and residents.

A DESIGN DOCUMENT, NOT A PLANNING REPORT.
This plan provides a set of drawings and illustrations that establish the conceptual designs for the Street and the Square. Minimal text is added to supplement the illustrations where needed. These concepts will be developed in greater detail in the next Design Development Phase prior to reconstruction of the Street and the Square.

A COMMUNITY INSPIRED PLAN.
The concepts showcased in this document were developed over a period of 14 months with many hands-on working meetings with City Staff and stakeholders, two Advisory Committee meetings and one Public Forum held in April, 2018.

The final concepts selected for the Square and the Street are shown in Sections 2 and 3. Earlier concepts, ideas and feedback are provided as an overall record of the process in the Appendices.

The Plan was partly funded by a Local Technical Assistance (LTA) Grant which was awarded to the City by the Chicago Metropolitan Agency for Planning (CMAP).

ONE PLAN, TWO INTEGRATED COMPONENTS.
The Chicago Street Corridor Plan has two main components that together can have a catalytic impact on the revitalization of Downtown Joliet:

1. Concepts for a redesigned Chicago Street Right-of-Way from Jefferson Street to Ruby Street
The concepts include the realignment and straightening of the street, additional on-street parking spaces, street trees and landscaping, sidewalk cafe areas, street lighting, directional signage, gateway features and public art at key intersections.

2. Conceptual design of a New Urban Square across the Rialto Square Theater
Key elements of the design for the square include a large green space, flexible stage/raised seating platform, “red carpet” pavement connecting the square to the Rialto Square Theatre, a library garden, which includes a storyteller corner, a water feature, unique lighting, seating nooks, and space for future large-scale public art.
Keep the Vision alive!

Raise funds for building the plan.

Consider all financial options for the multi-year design and construction of the Street and the Square.

Initiate the next Design Development Phase for final design, specifications and a phasing plan.

1. CONCEPTUAL DESIGN
   (THIS SCOPE) COMPLETED BY MAY 2018

2. DESIGN DEVELOPMENT
   FUNDING AND SCHEDULE TBD

3. CONSTRUCTION DOCUMENTS, BID AND CONSTRUCTION
   FUNDING AND SCHEDULE TBD

NEXT STEPS: INITIATE THE DESIGN DEVELOPMENT PHASE
The central gathering place for Downtown Joliet
A new Urban Square for great Downtown events

Star Wars Day
Race Fan Rally
New Orleans North
Fiesta En La Calle
Festival of Lights Parade
and many more!
THE SQUARE will be a vibrant all-season gathering place in the heart of Downtown Joliet.

This will be a green oasis, bringing lush trees and greenery to a significantly hardscaped Downtown.

The Square will be a “Mecca for Youth”, as envisioned by the Joliet Downtown Plan. This will be the urban quad where young students from nearby institutions can relax and lounge. The Square will be a unique urban space that is regionally known and also attract new millennials to live and work in Downtown Joliet.

The Square will be vibrant and active in all seasons. The changing colors of trees and foliage, special lighting and a variety of programmed events will refresh the Square in each season. During the long winter months, the Square will continue to be a well-loved community hub, with ice skating in the plaza, winter markets, and the City’s Christmas tree prominently displayed.

The Concept Plan for the Square was developed with many interactive working meetings with local stakeholders, community members, and City leaders and staff. Many ideas and options were explored, which are showcased in the Appendices.
This is truly a one of a kind site to create a new Downtown Square. Three sides are framed by beautiful historic buildings that have retained their original architectural heritage.

Historic Buildings
1. Joliet Public Library, 1876, historic limestone building designed by Daniel Burnham
2. The Rialto Square Theatre, 1926, designed in the Neo-Baroque style, is considered one of “150 great places in Illinois” by the American Institute of Architects.
3. Historic buildings framing the south edge of the site, including the University of St. Francis’s Downtown facility

Non-historic buildings
4. Former Will County State Attorney’s Office building (demolished Spring 2018)
5. City owned garage along the west edge of the site
THE SITE  FRAMED BY BEAUTIFUL HISTORIC BUILDINGS

A 1.3 acre site in the heart of Downtown Joliet
One Square with a variety of unique “outdoor rooms” that each correspond to the surrounding anchors and context. Design concepts for these elements, as well as examples from other places, are provided in the following pages to showcase the great possibilities that the Square offers.
Note: Existing underground vault locations to be determined by survey in the next Design Development Phase. Street trees will not be located over existing vaults. Landscape planters will remain as shown in the illustrations and will be adjusted to accommodate existing access hatches. Planting above vaults will be limited to dwarf shrubs, perennials, ground covers, and seasonal planting that grow in shallow soil depths.
The Plaza, with special paving and lighting, will feel like a welcoming “Red Carpet” that seamlessly connects the beautiful Rialto Square Theater to the Square. The zero-depth fountain will attract all ages in the summer, and can be turned off for events when more paved surface is needed. The lounge will offer comfortable seating in the shade with a food kiosk at the corner.
The Green will be a classic lawn that is a signature element of great urban squares. The sunny green will be framed by a variety of seating options including large porch swings, seat walls, movable chairs and nooks. The Curtain will provide a natural green screen for the garage with a mix of trees of varying heights while leaving the ground plane visible.
The Library Garden - especially designed for children and families - will welcome visitors from Clinton Street. An iconic and playful sculpture will offer unique opportunities for interaction and play. A small storyteller corner can be used for events for the Library or other local anchors. Ample seating will be provided in shaded nooks and low seat walls all around the garden.
The Shared Street will provide a safe pedestrian connection along the west edge in front of the garage. A unique paving pattern, ample lighting and clear visibility through a scrim of high-branched trees will make this feel like an integrated part of the Square. The street will offer a vehicular connection from Van Buren Street to Clinton Street.
A mecca for youth and all ages

The Square will transform this area into Downtown’s central gathering place for all ages, especially young students in nearby institutions. This will also be a great economic engine to help attract young professionals and families to live and work in this beautiful historic Downtown.
THE SQUARE  A CATALYTIC TRANSFORMATION

Transformation into a lush & vibrant “all seasons” square
Chicago Street is already Downtown Joliet’s well-loved address for street markets, festivals, and parades. The new Square will complement these existing street events and offer the City a wonderful new venue to host new ones at the heart of Downtown. The Plaza area can accommodate small seasonal markets that may not require the street to be closed.
THE SQUARE MARKETS IN ALL SEASONS

A place for fun markets in all seasons
An evening destination that complements the Rialto Theater, restaurants and other uses

The Square will be a welcoming and safe gathering place in the evenings. Patrons of the Theater and restaurants can enjoy the well-lit urban oasis, and evening events can be held at the stage for all to enjoy. Special lighting will include plaza lights in the pavement, and lights for the fountain, sculptures, seating nooks and lounge.
THE SQUARE AN EVENING DESTINATION

A Vibrant & Safe Gathering Place in the evening
The Square will be a wonderful community gathering place in the Fall with the trees showing vibrant fall colors. Special fall events for all ages can be hosted here, including markets, parades, pumpkin patches and more!
The Square will keep Downtown alive with activities during the long winter months. The plaza will be transformed into a fun ice skating rink to attract all ages. Holiday parades on Chicago Street, winter markets, the City’s Christmas tree on the stage and special lighting everywhere will make the Square a fun place to be in the heart of Downtown.
A flexible green for year-round activities for all ages
THE SQUARE  THE FOUNTAIN

A well-loved attraction for families and children
A relaxing place to lounge any time of the day and evening
A relaxing place to lounge any time of the day and evening
Opportunities to celebrate “City of Stone & Steel”, “Historic Route 66” and more

1. Sculpture as a view terminus for the Plaza and red carpet pavement
2. Unique interactive sculpture for play in the Library Garden
3. Mural or art on the parking garage facade
4. Corner sculpture or artwork or a unique kiosk form
Unique sculpture for play and as an icon in the Square
EXAMPLES: MILLENNIUM PARK . CHICAGO

A major economic engine for Downtown Chicago
A classic urban park loved by all ages

EXAMPLES: BRYANT PARK . NEW YORK

A WELL-LOVED LAWN

TREELINED PATHS

SEASONAL MARKETS

MANY SEATING & LOUNGING OPTIONS
A renovated park is a new oasis of urban bliss.
NEW URBAN PARK LOVED BY THE COMMUNITY

EXAMPLES: NORTH END PARKS . BOSTON

A new park is a mecca for youth
Keep the Vision alive!

Raise funds for building the plan.

Consider all financial options for the multi-year design and construction of the Square.

Initiate the next Design Development Phase.

Build the Square as a major economic engine for Downtown Joliet.
Celebrating a Historic Street
A NEW STREETSCAPE DESIGN IS NEEDED TO CREATE A UNIFIED APPEARANCE.

OPPORTUNITIES INCLUDE:

NEW HARDY STREET TREES THAT ARE MORE APPROPRIATE IN FRONT OF SHOPS

NEW CONCRETE PAVING WITH ACCENTS

NEW STREET LIGHT PALETTE

NEW WAYFINDING SIGNAGE & GATEWAY PYLONS

NEW UNIQUE STREETSCAPE ELEMENTS

Note: Full set of existing street conditions by block is provided in detailed sheets in Appendix A. This plan recommends a complete new streetscape palette given the inconsistent designs, poor conditions and maintenance challenges of existing elements.
Street cross section concept assumptions:

- Washington Street to Van Buren Street: 11’ travel lanes as required by IDOT
- Van Buren Street to Clinton Street: 11’ travel lanes with a unique section to accommodate a speed table/raised roadway in front of the Rialto Square Theatre
- Clinton Street to Ruby Street: 14’ maximum travel lanes, potential shared bike lane

Note: Travel lanes may be either 11’ or 14’ depending on future studies.
Create a Vibrant, Verdant, Livable and Ceremonial Street
Sample Block for street cross section concept

CHICAGO STREET

CLINTON-CASS BLOCK - EXISTING CONDITIONS
Note: Existing underground vault locations to be determined by survey in the next Design Development Phase. Street trees will not be located over existing vaults. Landscape planters will remain as shown in the illustrations and will be adjusted to accommodate existing access hatches. Planting above vaults will be limited to dwarf shrubs, perennials, groundcovers, and seasonal planting that grow in shallow soil depths. Travel lanes may be either 11’ or 14’ depending on future studies.
Note: Existing underground vault locations to be determined by survey in the next Design Development Phase. Street trees will not be located over existing vaults. Landscape planters will remain as shown in the illustrations and will be adjusted to accommodate existing access hatches. Planting above vaults will be limited to dwarf shrubs, perennials, groundcovers, and seasonal planting that grow in shallow soil depths. Travel lanes may be either 11' or 14' depending on future studies.
Clear zones for:
1. Pedestrians to walk along storefronts
2. Sidewalk Cafes
3. Parkway for trees & plants
4. On-street parking

Note: Existing underground vault locations to be determined by survey in the next Design Development Phase. Street trees will not be located over existing vaults. Landscape planters will remain as shown in the illustrations and will be adjusted to accommodate existing access hatches. Planting above vaults will be limited to dwarf shrubs, perennials, groundcovers, and seasonal planting that grow in shallow soil depths. Travel lanes may be either 11’ or 14’ depending on future studies.
CHICAGO STREET PROPOSED TREE PALETTE

- “Retail Friendly” (High Branched / Light Foliage) Trees
- Hardy and Low Maintenance Trees
- Joliet Approved Species
- Trees that add Seasonal Interest
PARKWAY PLANTING OPTIONS: HARDY PERENNIALS
PARKWAY PLANTING OPTIONS: ANNUALS
CHICAGO STREET GATEWAY POSSIBILITIES

ARCHES

PYLONS

ART
CHICAGO STREET  GATEWAY POSSIBILITIES
Wayfinding
Some sign type examples that would help vehicular and pedestrian audience navigate a city’s downtown area.

Pedestrian Signs
Directory, Large
Pedestrian Signs
Directory, Small
Pedestrian Signs
Panel, Marker
Pedestrian Signs
Panel, Directional
Pedestrian Signs
Panel, Historical Marker
Pedestrian Signs
Slab, Directional
Pedestrian Signs
Wall Directory, Garage

Elevations - Sign Examples
Scale: 3/8” = 1’-0”

2 Font Examples
Scale: NTS

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Clearview Text Book
Clearview Text Medium

White
Dark Blue
Light Blue
Grey
Black
Limestone

40”
48”
60”
70”
84” Min.

3 Color Examples
Scale: NTS

Pedestrian Signs
Directory Large
Pedestrian Signs
Directory Small
Pedestrian Signs
Pylon, Directory
Pedestrian Signs
Panel, Marker
Pedestrian Signs
Panel, Directional
Pedestrian Signs
Panel, Historical Marker
Pedestrian Signs
Slab, Directional
Pedestrian Signs
Wall Directory, Garage

4 Joliet, Illinois Identity
Scale: NTS
"CROSSROADS OF MIDWEST" THEME based on the City Logo

"CITY OF STEEL & STONE" THEME based on the Joliet's history

SIGNAGE POSSIBILITIES - EARLY STUDIES
COST OPINION FOR CONCEPTS
CHICAGO STREET CORRIDOR PLAN

VAN BUREN ST
Area: 7,800 SF
Cost range = $25 to $40 / SF
Total = $195,000 to $312,000

PRIMARY OPEN SPACE
Area: 41,820 SF
Cost range = $75 to $135 / SF
Total = $3.1M to $5.6M

SPEED TABLE PLAZA
Area: 11,420 SF
Cost range = $50 to $70 / SF
Total = $571,000 to $799,400

SHAREED STREET
Area: 3,980 SF
Cost range = $25 to $40 / SF
Total = $99,000 to $159,000

STREETSCAPE
Area: 10,295 SF
Cost range = $45 to $60 / SF
Total = $463,275 to $617,700

OPINION OF PROBABLE COST

THE SQUARE

Total: $4.4M to $7.4M
Art allowance: $250,000 to $1M
Opinion of probable costs are approximately $11.5M total for Chicago Street from Van Buren Street to Ruby Street. Costs are based on the conceptual cross sections and potential streetscaping palette including lighting, planter boxes, sidewalk, benches, etc., and also include engineering costs (Preliminary, Design, and Construction).

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(Contd. on next page)
The average per block cost, including engineering, is approximately $1.05M. Please note that this does not include any contingency costs which typically range from 10% to 20%.

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<td>EACH</td>
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<td>L SUM</td>
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<td>$50</td>
<td>FOOT</td>
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<td>10e Temporary Traffic Signal</td>
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<td>L SUM</td>
<td>1</td>
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<td>Miscellaneous</td>
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<td>11a Mobilization</td>
<td>6 %</td>
<td></td>
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<td>Roadway Construction $477,500.00</td>
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<tr>
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<td>Roadway Construction $159,500.00</td>
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<td>11c Field Office</td>
<td>$3,000</td>
<td>MONTH</td>
<td>12</td>
<td>$36,000.00</td>
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APPENDICES

1. CHICAGO STREET EXISTING EXHIBITS
2. EARLY CONCEPTS AND THEMES
3. COMMUNITY FEEDBACK
GENERAL NOTES:

1. DIGITAL SURVEY DATA WAS NOT AVAILABLE FOR THE STUDY AREA, OTHER THAN THE CHICAGO STREET RECONNECTION AREA (WASHINGTON TO VAN BUREN), AS PROVIDED BY TRANSYSTEMS.

2. CITY PROVIDED SCANNED PDF FILES (NOT CAD DATA) FROM 1978 CHICAGO STREET MALL RECORD DRAWINGS. THESE EXTEND FROM WASHINGTNG TO CROWLEY STREET AND ARE SHOWN ON SHEETS E-1 TO E-7.

3. GINKGO HAS DEVELOPED CAD BASE DATA THAT IS BASED ON THE FOLLOWING:
   - PARTIAL SURVEY DATA FROM TRANSYSTEMS (WASHINGTON TO VAN BUREN)
   - GIS DATA FROM THE CITY OF JOLIET
   - 1978 RECORD DRAWINGS OF THE CHICAGO STREET MALL

4. EXHIBITS SHOW FOLLOWING GENERAL EXISTING CONDITIONS:
   - EXISTING PARCELS
   - EXISTING TREES
   - EXISTING STREET LIGHTS
   - EXISTING BUILDINGS AND NOTE ON NO. OF STORIES
   - EXISTING DURB AND GUTTER
   - ESTIMATED CENTER LINE
   - ESTIMATED R.O.W. LINE
   - AERIAL VIEW OF BLOCK

5. NORTH OF JACKSON ST THE RIGHT OF WAY BEGINS TO VARY FROM 80' TO 60' JUST SOUTH OF RUBY ST.

INDEX OF SHEETS

- T-1 COVER SHEET
- EX1 WASHINGTON TO JEFFERSON ST
- EX-2 JEFFERSON ST TO VAN BUREN ST
- EX-3 VAN BUREN ST TO CLINTON ST
- EX-4 CLINTON ST TO CASS ST
- EX-5 CASS ST TO WEBSTER ST
- EX-6 WEBSTER ST TO BENTON ST
- EX-7 BENTON ST TO CROWLEY ST
- EX-8 CROWLEY ST TO CLAY ST
- EX-9 CLAY ST TO OHIO ST
- EX-10 IRVING ST TO RUBY ST

DISCLAIMER:

- THIS DRAFT EXHIBIT SET IS FOR INFORMATIONAL PURPOSES ONLY. GINKGO IS NOT LIABLE FOR ERRORS AND OMISSIONS IN THIS EXHIBIT SET.
- EXHIBITS ARE INTENDED TO PROVIDE A REASONABLE BASE FOR DEVELOPING STREET R.O.W. DESIGN RECOMMENDATIONS AND CROSS SECTIONS.
- ALL DATA WILL NEED TO BE FIELD VERIFIED AND SURVEYED FOR ANY FUTURE WORK.

APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS
APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS

EXISTING EXHIBIT: CHICAGO STREET
WASHINGTON TO JEFFERSON ST

EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXISTING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE

RECORD DRAWING:
CHICAGO STREET MALL, 1978
WASHINGTON TO JEFFERSON ST
APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS
APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS

Record Drawing: Chicago Street Mall, 1978
Van Buren St to Clinton St
APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS

EXISTING EXHIBIT:
CHICAGO STREET
WEBSTER ST TO BENTON ST

EXISTING EXHIBIT:
CHICAGO STREET MALL, 1978
WEBSTER ST TO BENTON ST

GINKGO

EX-6
APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS
APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS

EXISTING EXHIBIT:
CHICAGO STREET
CLAY ST TO OHIO ST

EXISTING EXHIBIT:
CHICAGO STREET
OHIO ST TO IRVING ST

EXISTING PARCELS
EXISTING TREES
EXISTING DOUBLE LIGHT STREET LIGHT
EXISTING STANDARD STREET LIGHT
EXISTING PEDESTRIAN LIGHT
EXISTING BUILDING
EXISTING CURB & GUTTER
ESTIMATED CENTER LINE
ESTIMATED R.O.W. LINE
APPENDIX 1: CHICAGO STREET EXISTING EXHIBITS
1. Existing Conditions with County Building and Parking, and Library Parking
2. Demolition of County Building
3. Improved Chicago Street and crosswalks
4. Option A: MID-BLOCK PLAZA, library parking stays
5. Option B: HALF-BLOCK PLAZA, library parking is relocated
6. Option B-1: Same as Option B, Van Buren St. is brought back up to alley
7. Various Options for screening the garage
8. Option C: FULL BLOCK PLAZA, long term removal of parking garage, Route 66 Diner building stays

APPENDIX 2: SIZE & SHAPE OF THE SQUARE EARLY STUDY MODEL VIEWS LOOKING SOUTH, SPRING, 2017
1. Existing Conditions with State Attorney Building and Parking, and Library Parking
2. Demolition of County Building
3. Improved Chicago Street and crosswalks
4. Option A: MID-BLOCK PLAZA, library parking stays
5. Option B: HALF-BLOCK PLAZA, library parking is relocated
6. Option B-1: Same as Option B, Van Buren St. is brought back up to alley
7. Various Options for screening the garage
8. Option C: FULL BLOCK PLAZA, long term removal of parking garage, Route 66 Diner building stays

APPENDIX 2: SIZE & SHAPE OF THE SQUARE EARLY STUDY MODEL VIEWS LOOKING WEST, SPRING, 2017
APPENDIX 2: THE SQUARE EARLY CONCEPTS: ROUTE 66 THEME
APPENDIX 2: **THE SQUARE EARLY CONCEPTS: BLUES BROTHERS THEME**
APPENDIX 2: **THE SQUARE EARLY CONCEPTS: PARKING & SQUARE SIZE**

PARKING OPTION A: ANGLED PARKING ALONG ALLEY, APPROX. 20 SPACES
APPENDIX 2: THE SQUARE EARLY CONCEPTS: PARKING & SQUARE SIZE

PARKING OPTION B: PERPENDICULAR PARKING ALONG ALLEY, APPROX. 30 SPACES

30 SPACES
20 ON-STREET SPACES
9-10 ON-STREET SPACES

$0.875 ac.
APPENDIX 2: THE STREET EARLY CROSS SECTION STUDIES

Note: Final concept plan is based on options outlined in blue. Travel lanes may be either 11' or 14', and will be further studied in the design development phase.
This conceptual cross section was developed for Jefferson Street to extend the streetscape character from Chicago Street eastward to the new Transportation Center. The City has developed a different final design for this street since the time that this cross section was prepared. This drawing is added in the Appendix for record only.
APPENDIX 2: CHICAGO STREET INTERSECTION AND PAVEMENT POSSIBILITIES
APPENDIX 2: CHICAGO STREET INTERSECTION AND PAVEMENT POSSIBILITIES
APPENDIX 2: CHICAGO STREET BIKE ROUTE EARLY STUDIES

POTENTIAL BIKE ROUTES AND FACILITY TYPES IN DOWNTOWN JOLIET

As the 2015 Downtown Plan recommended, there is a need to connect downtown Joliet to the existing regional bicycle trail system (Old Plank Road Trail, Waupungee Glacial Trail, I&M Canal State Trail, Joliet Junction Trail), the planned Downtown Riverfront Trail, Railroad Viaduct Trail and the new Transportation Center.

The redesign of Chicago Street offered the opportunity to take a closer look at a connected bike system through Downtown and the possibility of including a bike route on Chicago Street.

The consultant team looked at various potential bike routes which could connect the various existing and planned trails. The map on left shows these potential routes and the types of bike facilities that were considered.

The final recommendation, as shown in the conceptual street cross sections, is to incorporate a shared bike lane on the northern section of Chicago Street from Clinton Street to Ruby Street. The bike route would then travel east on Clinton Street to Mayor Art Schultz Drive and south to the Transportation Center. This would allow for wider sidewalks to accommodate more sidewalk cafes and streetscape elements for the blocks south of Clinton Street.
A “LOOP” AROUND CHICAGO STREET FOR PACE BUS SERVICE AND TRUCKS

The downtown area is well-served by Pace bus service. While there are no Pace routes that travel along Chicago Street, there are presently 9 routes (#501, 504, 505, 507, 508, 509, 511, 832, 834) that cross Chicago Street at Cass Street and/or Jefferson Street as they circulate through the downtown and connect with the Gateway Transportation Center.

The consultant team looked at the possibility of making Chicago Street a Pace route. Given the impacts on travels lanes and on-street parking, it was determined that the current routes are more efficient, creating a “Loop” along Scott and Ottawa Streets around Chicago Street.

Current posted IDOT truck routes also loop around Chicago Street on Scott and Ottawa Streets. With the reopening of Chicago Street, it will be critical to ensure that truck traffic does not mistakenly enter Chicago Street north of Jefferson Street.

APPENDIX 2: CHICAGO STREET PACE & TRUCK ROUTES
A Plan shaped by the community

Appendix 3: Community Feedback
Use native Illinois plants as much as possible - more sustainable.
Do not use any plant becoming invasive in natural areas - Maples, Vincent, Callery pear, non-native evergreen

Recessed street lighting to increase efficiency and decrease light pollution.

Walking from SW (Chicago St. Pub) safety precautions?? When crossing the new Van Buren St.

Seating - enough seating for 2-3 families with kids??

Handicapped tree picking

Get rid of on street parking on this block - on both sides of Chicago (in front of square)

Limestone?

Sculpture?

Morals - History
Feedback from Public Forum - April 18, 2018

This is the coolest shit ever!! - Elder Brewing Co.

What a great idea! - Love the Street idea, green space!

X-cited for hometown - 66 can pull it off (Finally)

Dan Malinowski - Excellent strategies - I've offered my expertise and passion for a vibrant Juliet Downtown - let me know how I can help!

Chicene Latin Cafe

I'm super excited about this magnificent project! I can't wait to see the final result. So glad to see Downtown Juliet's Revival!

Teresa Malone

Chief Brewer
Chicene Latin Cafe
Lifelong Joliet Resident - Family in deep servant leadership roles in Joliet - work downtown as well.

I think you should have another additional forum in the beginning of May. Joliet has rich history & residents definitely want to see downtown brought back to its glory - but we don't want some (like county officials) who don't seem to preserve history. As a city project - I hope it continues to seek the residents input & support.

The support for this project will be there - if you appreciate the people of Joliet & our heritage (who love our community & our history). You didn't mention our beautiful bridges, which is a draw for our city. I wish I had time to write more.

Thank Presentation!!
Dear Joliet Square Planners,

Thank you for the opportunity to review the preliminary plans for city center square. I’m very excited to hear that green space being planned in downtown Joliet. I really like that the space accommodates multiple uses and will be functional for special activities and events as well as general lunch time users. It was also good to see bicycle use is being included in the mix for the first time.

Below our my random thoughts and attached is a “napkin sketch” to help you understand them.

The water feature is large and a big ticket item with lots of maintenance needs. I like that you are trying to have it multi functional but I am concerned about long term maintenance. It should be running in the summer when you have tents and vendors on the site. Given our warming climate, consider a portable ice rink on the lawn rather than using the fountain area. I would suggest making the water feature smaller and move it to an other area perhaps near the children’s area.

Lawn sitters will have to look through the water feature or vendor tents to see the stage. Consider moving the stage to the other side of the water feature or along the parking garage. Plan on some pavement near the stage for dancing. Consider a few larger paved areas around the square that can serve several functions i.e. for a portable stage, larger tents, sculpture, tables and chairs, etc. Vendors would appreciate a wide pathway to load and unload their wares.

The library garden does not need to be so large. Storytelling is usually in a cozy setting. Pavement is needed in your high activity areas where festival tents will be set up but it appears most of your pavement is in the storytelling area. There could be room for a few parking spaces for library patrons and could utilize the alley for access. If the alley is curved to exit slightly east, it would improve visibility of pedestrians crossing along Clinton. It would also provide a place for dumpsters to be enclosed in decorative fencing as the current alley is very unsightly. Many people fear the parking garage when alone and/ or when it is dark outside. It is inconvenient for short term parking. If you really want people to come downtown, all short term parking should be free.

A one car drop off near the front of the Rialto Theater along Chicago Street is needed. It would be appreciated in bad weather and for those with limited mobility. As the Rialto is a venue for weddings and other formal events, people in un-sensible shoes would be appreciative. If you do not provide a drop off, the lane will be blocked by this activity.

Please provide creative and unique elements, possibly in the realm of public art, sculpture (no bronze people). The creative pavement is a good start. Consider adding colorful airy banners on the gray garage wall as it will be visible when the trees shed their leaves.

When planning amenities, please don’t forget bicycle parking and recycling bins. Also select light fixtures that have a good hood to prevent lighting the sky.

I greatly appreciate all your efforts in making Joliet a better place to live.

Karen Fonte
**Please share your ideas for the square**

1. How big should the square be? Which option should be developed further?
   - People watching opportunities
   - Determine if diagonal pkg. on Clinton St. could be accommodated to replace lost li'l lot.
   - Enliven public space / Route 66 art? theme & tunneling
   - Music & Wi-Fi
   - Place branding + cafes
   - Bike friendly + artist space + proud kid uses
   - Ideas on landscaping elements, public art, outdoor furniture, uses and events, garage screening, Routes 66, and any other elements
   - Preserve existing trees and flowering shrubs
   - Perennials & have plan for annual flowers, annual public art contest / showings (rt. 66 themes, cars, logos, etc.)
   - Provide artist space + bar & retail space + co-working
   - Office space + university uses + cater to diverse needs
   - Large ground chalkboards for kids + art contracts

**Please share your ideas!**

- Name: **Kathleen Fennel**
- Organization: **Friends of Community Public Art**
- Furniture, events, intersections, street parking and any other elements

**THE STREET: IDENTITY, ROUTE 66, SIGNAGE, PAVING, LIGHTING, LANDSCAPING, PUBLIC ART, STREET**

Friends of Community Public Art (friendscap.org) has professional services & artists interested in creating community-focused public art that reflects the community. 

**We can rise to the challenge to create innovative public art!**
ADVISORY COMMITTEE MEETINGS SPRING AND WINTER 2017

CHICAGO STREET CORRIDOR PLAN - APPENDICES
“I love the idea of a square and it is sorely needed downtown. So, in principle, I am there with everyone else. I suggest caution, however, in how we proceed because, as a city, we have a tendency to only do the minimum. That will not work anymore. We need to be bold. I know it is not going to happen, but the city parking garage needs to be gone now. That is long-term, so I am working from that premise.

I think the plan needs to be broken into 3 parts: short-term, mid-term and long-term.

Short-Term:
Take down the SA building and utilize the space up to the Library Parking lot for the square. It needs to be designed in such a manner as to accommodate the mid-term phase.

Mid-Term:
Find alternative parking for the library by demolishing buildings on Ottawa. Once that is done, expand the square into that area. The Library parking lot needs to stay until there is an alternative: without it, Library patronage will suffer. I am opposed to anything that removes that lot without an alternative.

Long-Term:
Remove the parking deck and expand the square over to Ottawa and re-open VanBuren. This has to happen down the line. For those who argue we need the parking...cool. Make some lots by removing other buildings that are dilapidated.

There was a lot of discussion around hiding the parking deck. I do not think there should be a huge investment in designing and developing a structure to hide the deck. First, I do not think it is needed and, second, it will automatically rule out any long-term planning for the removal of the deck. That is just how the city has always operated: go back to what ‘won’t work” or “can’t happen.” There are existing storefronts (the old Venezuelan Bowl) or the Rialto itself or the City Center Offices that could be re-purposed into a welcoming center. As part of the plan, the Rialto should always be open for tour purposes. It is ridiculous that it is not. It is a major attraction that sits. That needs to change.

I agree that the 66 connection is important and should be leveraged. However, it cannot be done in a cheap or touristy way. Our signage regarding 66 is not good. That design should not carry over. Any design should be more classical/historical; not cartoonish. I imagine a square that one would see in Savannah: timeless, authentic, etc. I don’t have an opinion the “bean” for the square. I will just reiterate that it should not be something cheesy or touristy. It needs to be something authentic to the city. I strongly suggest asking local artists to put in proposals for a structure.

Whatever the final design is, it needs to incorporate limestone and Chicago Pavers. Not concrete block from Menards and concrete sidewalks. Again, don’t make it look cheap.

The other tangential conversation within that meeting was about parking. I know it is not really your lane, but it needs to be said: parking should be free. Period. Any lost revenue would be gained by additional tax dollars from people spending money. We need to do everything we can to get people to come downtown. We need to remove all barriers. Making parking free would be betting on the investment. We have to move past “it is not possible” and take a chance like Naperville did and Plainfield is doing. If we want to thrive, we need to give people a reason. Just having a nice square is not good enough. We have the Rialto and that has not produced anything, so I am not sure what a square will accomplish that the Rialto has not if the plan is not more that just building something: it has to be all encompassing and not compartmentalized.

Those are my thoughts on the initial meeting. Please let me know if I left anything out or if you would like me to clarify anything.

Quinn Adamowski

“Chicago Street was the original alignment of 66 (1926), and became Alternate 66 in 1940 when the Route 59 Alignment was finished.

The war plant material and employee traffic necessitated the evolution into the 4 lanes with a central median (Chicago flanked by Ottawa and Scott).

Here’s the link to the National Register of Historic Places documentation going into gory detail on all of this.
Chicago Street is 66.

We can now think of the Joliet Route 66 Corridor, which should be part of the Name to promote to travelers, consisting of Ottawa, Chicago and Scott.”

Bill Kelly
Illinois Route 66 Scenic Byway

“I wanted to take the time to email you some of my ideas on the design plan for the van buren plaza and hopefully you will relay these ideas to the designers that are working on it. I feel it is important to design this right the first time around. here are some of my ideas.

I think it would be a great idea to make the plaza useable 4 seasons out of the year instead of just a 3 season park. during the winter months we should install an ice rink that would increase the # of people and families coming downtown and consider some kind of Christmas market that could start a week before thanksgiving and run through Christmas holiday, similar to the kris kringle village in daily center in Chicago.

I like the idea of a band stage set up to hide the parking garage. if designed correctly a storage area under the stage would be perfect for storing the ice rink. also included on either side of the stage could include a room for the police to set up a sub station to watch over the plaza and the other side could double as a rental area for ice skates in the winter and beer station in the summer for special events.

If a new fountain ill be installed it should be centered directly from the front doors to the rialto in the same relation from the street as the current fountain and be designed in a way that does not allow people to swim, wade, bathe, or wash their clothes.

I know there will be many people that will want to give their advice on how to design this and I just wanted to throw a few ideas your way and hope you will bring them up for consideration to the designers

Steve Maielli
Steelmen Group LLC