

**BLOOMINGTON TRAFFIC COMMISSION  
AGENDA  
FEBRUARY 23, 2011  
5:30 P.M. – COUNCIL CHAMBERS**

I. ROLL CALL

II. APPROVAL OF MINUTES

January 26, 2011

III. REPORTS AND ANNOUNCEMENTS

IV. OLD BUSINESS

There is none at this time.

V. NEW BUSINESS

A. 19<sup>th</sup> Street & Dunn Street –

Installation of a HAWK (High-intensity activated crosswalk) signal

VI. DISCUSSION

VII. ADJOURNMENT

**BLOOMINGTON TRAFFIC COMMISSION  
MINUTES OF THE MEETING  
JANUARY 26, 2011**

I. ROLL CALL

Members Present: Mike Avila, Jim Batcho, Derek Neff, Sara Ryterband,  
Adrian Reid, Jeff Weber  
Members Absent: None  
Staff Present: Denise Dean

II. APPROVAL OF MINUTES

Weber made the motion to approve the minutes of the August 25, 2010 and September 22, 2010 meetings. Neff seconded the motion. The motion carried with a vote of 6-0-0.

III. REPORTS AND ANNOUNCEMENTS

Reid reported that Justin Wykoff would not be there tonight, therefore, Reid would be running the meeting. Also, the audio visual was out in the Council Chambers so staff would be using an overhead projector.

IV. OLD BUSINESS

There was none at this time.

V. NEW BUSINESS

A. Prospect Hill Neighborhood Traffic Request(s)

**4<sup>th</sup> Street & Maple Street Multi-way Stop Request:** Reid stated the Engineering Department had conducted a traffic analysis for the intersection of 4<sup>th</sup> & Maple. There is not a significant line of sight issue, the traffic counts were low with an 85<sup>th</sup> percentile speed around 30 MPH and there had been one accident in the past three years (analysis and warrants available in the Engineering Department). The warrants were not met; therefore, the staff recommendation is not in favor of the multi-way stop request.

**Marked Parking Spaces:** Reid stated the marked parking spaces are normally done in an area with a high turn over of vehicles. The City has mostly done these types of spaces in the Downtown area. The markings do not last and have to be redone frequently, especially during the winter months when the Street Department uses salt on the streets. The staff recommendation is not in favor of the marked parking spaces.

**Crosswalks on 4<sup>th</sup> Street:** Reid stated the City abides per MUTCD guidelines which does not encourage the installation of marked crosswalks at an intersection where there is not a stop control. Maple Street currently stops for 4<sup>th</sup> Street and there are marked crosswalks. Ryterband questioned as to why there is a marked crosswalk on Kirkwood Avenue at Maple Street where there is not a stop control. Neff stated this crosswalk is treated as a mid-block crossing and when school is in session there is a crossing guard. Ryterband asked about the crosswalks around IU. Neff stated these are also considered mid-block crosswalks and are codified in the Bloomington Municipal Code. The staff recommendation is not in favor of the marked crosswalks.

**Speed limit reduced to 25 MPH:** Reid stated the City is currently discussing changing the speed limit on certain City streets (i.e. designated local streets) to 25 MPH city wide. Ryterband asked why only “locally” designated streets were being looked at. Reid stated these are normally lower volume streets that would not necessarily require an Engineering study to be conducted. The staff recommendation is in support of the request to lower the speed limit to 25 MPH.

Ryterband asked if the volume and speed counts could have been affected by the bad weather. Reid stated the City had a small window in which to do the traffic counts but they had been put out after the roads had been cleared. Weber asked what the time table was for the implementation of the city wide 25 MPH change if approved. Reid stated the City Traffic Department has to have all City signs changed out to a new reflective material and they could make the change with this project. The City has received a \$100,000 grant through MPO to help with the change out. Neff stated the City has until 2015 to have all new signs installed.

Chris Sturbaum: He is a resident in the neighborhood. He would like to thank the City for their support of the neighborhood’s request for the lower speed limit. The request for the multi-way stop at 4<sup>th</sup> & Maple is the most important. He understands the warrants are not met but they have had other stops signs installed without such warrants. There are no stop signs currently on 4<sup>th</sup> Street from the Rosehill Cemetery to Rogers Street. Sturbaum stated that as part of the 3<sup>rd</sup> Street Traffic Calming project residents on 4<sup>th</sup> Street were concerned about the traffic diverting to their street. The stop sign and marked crosswalks would calm traffic and be safe for children who walk to Fairview School. Sturbaum stated the neighborhood made the request about marking the parking spaces because these markings seemed to slow down traffic on 5<sup>th</sup> Street when they were installed.

George Bull – 806 W. 4<sup>th</sup> Street: He lives on the corner and his house was hit by a car prior to the three year accident limit. There is not a stop sign

from Rosehill to Rogers Street. The neighborhood gets several cut through traffic from 3<sup>rd</sup> Street, 2<sup>nd</sup> Street and 5<sup>th</sup> Street. The stop sign at 4<sup>th</sup> & Maple would help the children who get on and off the school bus. The bus stop is at this intersection. Bull stated he felt the traffic counts were not accurate since the counters went down after the snow and when it first started to melt.

Karen Knight – W. 3<sup>rd</sup> Street resident: She is in support of the West 3<sup>rd</sup> Street Traffic Calming projects and feels the counts that were presented in the packet were not accurate. She had counts from July 2010 that were higher than what was recently presented. Avila asked where the counts were conducted that Knight had. She stated they were on 4<sup>th</sup> Street from Rogers Street to Jackson Street. Avila stated that stretch is more a commercial area and thinks that is why the counts were higher.

Ken Farrell – 815 W. 4<sup>th</sup> Street: He strongly supports a multi-way stop at 4<sup>th</sup> & Maple for the same reasons Mr. Bull does. He also feels the counts were lower due to the snow on the road. Farrell questioned on why some streets had traffic calming (i.e. Covenanter Drive) and others did not. Reid stated for a neighborhood to apply for traffic calming, they need to go through the Neighborhood Traffic Safety Program (NTSP). The traffic calming on Covenanter Drive and 6<sup>th</sup> Street was done prior to this program.

Rachel Gugllemo – 620 W. 4<sup>th</sup> Street: She has three children and is concerned about the speed of vehicles. Even though the 85<sup>th</sup> percentile speed is 30 MPH what about those cars that go over that. She can't understand why the Commission would oppose the multi-way stop request.

Richard Lewis – 720 W. 3<sup>rd</sup> Street: He is in favor of reducing the speed limit to 25 MPH. There are no stop signs on 4<sup>th</sup> Street for a long stretch. The neighborhood gets a lot of cut through traffic from Kirkwood. Lewis stated that there is a visibility issue on Maple Street as you are looking to the west. You have to pull out onto 4<sup>th</sup> Street before you can see if there are any cars or bicyclists coming. The crosswalks and multi-way stop would help this problem.

Patrick Murray – 525 W. 3<sup>rd</sup> Street: He is in favor of the multi-way stop request. This is a safe route to school path to Fairview School as well as the area being a bus stop for Jr. High & High School students. He likes the lowering of the speed limit to 25 MPH.

David Walter – 6<sup>th</sup> & Ritter: He does not live in the neighborhood but has lived in the area for 29 years. He agrees with the residents that the multi-way stop would be a benefit.

Weber stated that stop signs are not to be installed for traffic calming. He feels there is a problem at the intersection but would like to possibly look at other ideas to slow down traffic. Weber stated he feels the intersection of 4<sup>th</sup> & Maple is similar to the intersections on West 6<sup>th</sup> Street where there are traffic calming circles installed.

Weber made the motion to recommend the denial of the request for marked parking spaces on West 4<sup>th</sup> Street as well as the request for marked crosswalks on 4<sup>th</sup> Street at Maple Street. Neff seconded the motion. The motion carried with a vote of 5-1-0 (Ryterband opposed).

Neff made the motion to recommend the denial of the request for a multi-way stop at 4<sup>th</sup> Street and Maple Street. Weber seconded the motion. The motion carried with a vote of 5-1-0 (Ryterband opposed).

The request for the lower speed limit did not require a vote since the City is currently looking at implementing a City wide proposal on certain City streets, of which this stretch of 4<sup>th</sup> Street would be included.

B. West 4<sup>th</sup> Street from Walnut Street to Gentry Street – proposal for redesign of on street parking

Reid stated the City had received a request a couple of months ago from the Chocolate Emporium for a handicap parking space in this area. The streetscape proposal was brought up at this time and the possibility of angled parking on 4<sup>th</sup> Street from Gentry to the alley just east of College Avenue. Reid showed an aerial photo from the 1940s when the parking in this area had been angled. Reid stated there are two signal modification projects to be done within the next couple of months at 4<sup>th</sup> & Walnut and 4<sup>th</sup> & College and the angled parking could be implemented upon the completion. Ryterband stated she thought one of the spaces was to be handicap between College and Gentry. She also did not understand why the City wanted to put more on street parking in front of the parking garage when they were trying to encourage people to use the garages more. Avila stated he thought that more people than just those businesses in the building (i.e. WFHB and the Waldron Art Center) would benefit from these additional on street parking spaces. Weber asked if the handicap space would be the first space on the north side of 4<sup>th</sup> Street just west of College Avenue. Reid stated this would be the most ideal location. Ryterband stated she is concerned because 4<sup>th</sup> Street is the path for bicyclists to travel from the west side of town to the university. Neff stated that the lane widths would stay the same and there would be adequate space for bicyclists. Buff Brown stated he feels that the angled parking proposal would be an added benefit for pedestrians. He is in favor of back in angled parking which is favored among pedestrians and bicyclists. The space is not as wide and you do not need a buffer. This would allow room for a possible tree plot near the Waldron Art Center.

Brown stated there could be more parallel spaces added on the south side of 4<sup>th</sup> Street just west of College Avenue. There currently are straight and right turn lanes. The right turn lane could be eliminated for the parking. Weber asked if the City has ever considered back in angle parking. Reid stated they have had discussions about back in angled parking but not on a two-way street. Weber made the motion to recommend the approval of the request for the West 4<sup>th</sup> Street parking redesign as presented by the Engineering Department. This includes a handicap parking space and angled parking. Neff seconded the motion. The motion carried with a vote of 5-0-1 (Ryterband abstained).

C. West 3<sup>rd</sup> Street from Patterson Drive to Franklin Road/Wynnedale Drive – request for speed limit change

Reid stated currently the speed along this stretch of W. 3<sup>rd</sup> Street goes from 45 MPH to 40 MPH. The design speed for the West 3<sup>rd</sup> Street project is 40 MPH but the staff recommendation is to lower the speed limit to 35 MPH. Batcho stated there is a large volume of traffic that travels this road (i.e. large trucks, Mueller Parkway residents) and the lower speed limit would be a big benefit. Ryterband questioned on why the speed limit is not lowered to 30 MPH. If some speeds were over 50 & 70 MPH when the roadway was two lanes the improvements to four lanes will only make the speeds worse. Reid stated there is not a visibility issue and the proposal is to lower the speed limit than what the design speed is. Kelly Huffman, Master Rental, stated he agreed the speed limit should be 30 MPH. He talked with the City and since they are going to allow u-turns at each signal then the lower speed limit could help to eliminate problems especially with large vehicles. Huffman feels the 35 MPH limit is too high and will only encourage people to use 3<sup>rd</sup> Street as a drag race to reach the next signal. Reid stated the City is currently discussing allowing vehicles to make u-turns at the lights. Neff stated if vehicles are allowed to make the u-turns they would only be able to do so on a protected left turn. Neff made the motion to recommend the approval of the request to change the speed limit to 35 MPH on West 3<sup>rd</sup> Street from Patterson Drive to Franklin Road/Wynnedale Drive. Weber seconded the motion. The motion carried with a vote of 5-0-1 (Ryterband abstained).

VI. DISCUSSION

There was none at this time.

VII. ADJOURNMENT

The meeting adjourned at 6:55 p.m. The next meeting is scheduled for February 23, 2011.



City of Bloomington  
Public Works Department  
Engineering Department

## TRAFFIC COMMISSION STAFF REPORT

**Meeting Date:** February 23, 2011

**Subject:** 19<sup>th</sup> Street and Dunn Street Pedestrian Signal

**Report:** The City of Bloomington Engineering Department received a request from Indiana University Transit for a Traffic Signal at the intersection of Dunn Street and 19<sup>th</sup> Street. Indiana University Transit, through our Metropolitan Planning Organization (MPO) received a grant for improvements to the Park and Ride Facility located adjacent to Memorial Stadium. These improvements include shelters and bathroom facilities for transit riders, sidewalks and signalization improvements to the intersection of 19<sup>th</sup> Street and Dunn Street. Traffic counts were conducted in the fall of 2010, and pedestrian warrants were met toward the installation of a traffic signal. At the same time vehicular volumes were not significant enough (on approach street/drive) to meet the signal warrant.

An H.A.W.K. (**H**igh-Intensity **A**ctivated **C**ross-**W**alk) was deemed to be a more appropriate signal to address the need as met by the traffic warrants. Attached to this memo is an informational page better describing how a H.A.W.K. signal functions, as well as traffic data for this intersection. Staff reviewed the request and conducted traffic counts and a review of the warrants to be met for the installation of a traffic signal. (attached)

Staff supports the usage of the pedestrian signal as opposed to the usage of a full traffic signal at this location as a better fit to accommodate the needs of the intersection.

# How does a HAWK signal work?

“HAWK” stands for **H**igh-intensity **A**ctivated cross-**W**alk. It is a new kind of signal designed to help pedestrians cross busy streets.

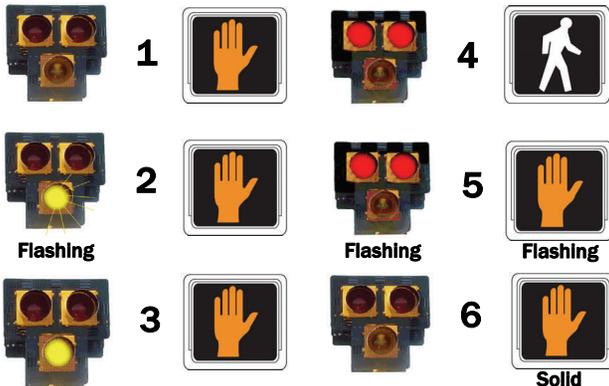
While different in appearance to the driver, to the pedestrian this signal works the same as any button-activated traffic signal in the District. It stops traffic with a red signal allowing pedestrians to cross safely.

## How to use as a Pedestrian:

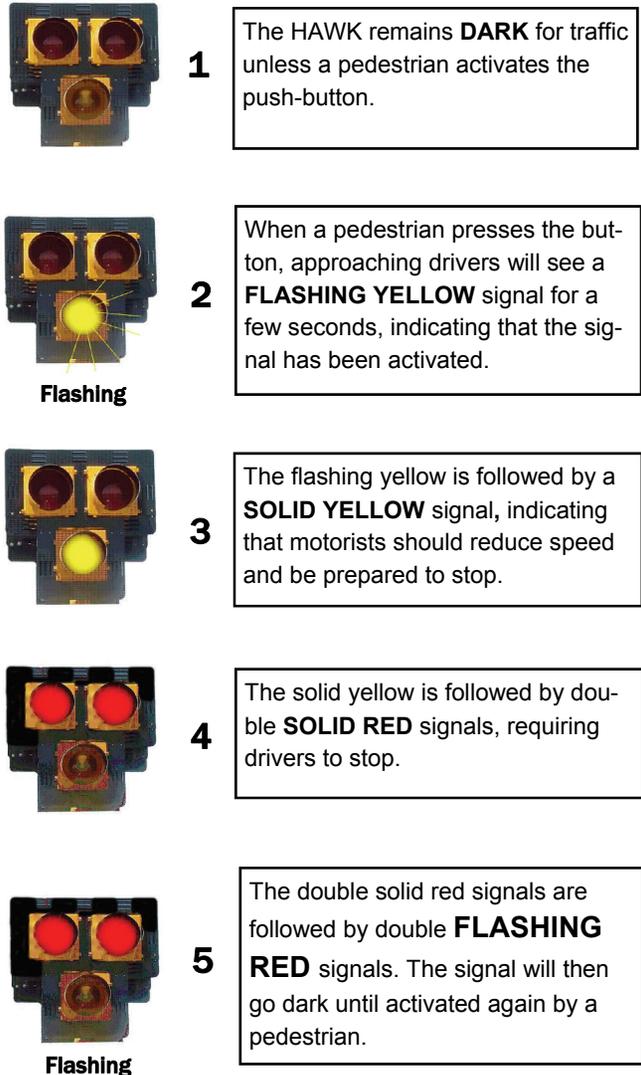
Using a HAWK signal as a pedestrian is easy. Simply push the button and wait for the WALK signal to appear. It may take up to one minute for the signal to change, depending on the time of day. Be sure traffic has stopped before you enter the crosswalk.

The FLASHING DON'T WALK signal will appear as you finish your crossing. Countdown numbers will show how much time remains to cross the street.

## HAWK - Pedestrian signal sequence:



## HAWK - Motorist signal sequence:



During the double **FLASHING RED** signal indication, drivers are required to come to a full **STOP**, but may proceed when pedestrians have cleared the crosswalk and it is safe to proceed.

## Accessibility for Disabled Pedestrians

The new HAWK signal features Accessible Pedestrian Signal equipment that provides disabled pedestrians with information about when the WALK signal is on. An audible message and vibrating arrow button will announce when the WALK signal is on.



## Side Street Traffic

Unlike a standard traffic signal, intersections with HAWK signals do not have any traffic signals facing the side street approaches. Any side street that is controlled by a stop sign will continue to be controlled by a stop sign when a HAWK signal is in place.



## HAWK Signals in DC

The District Department of Transportation (DDOT) received permission from the Federal Highway Administration (FHWA) in April 2009 to experiment with HAWK signals. This type of signal has been safely and successfully tested in Tucson, AZ and several other cities in the US since 2004. Alexandria, VA installed a HAWK signal in 2008.

The HAWK signal installed at Georgia Ave. and Hemlock St. NW is a pilot location and DDOT will gather data on its operation and report to FHWA.

## Pedestrian Safety

DDOT places a high priority on pedestrian safety and is focusing efforts on unsignalized crosswalks on high traffic streets. Often these crossings do not meet engineering standards for installation of a conventional traffic signal so DDOT may use other treatments instead.

While various treatments exist for these unsignalized crossings, there is growing concern that more should be done – especially on streets with heavy, high-speed traffic.

The District, like most states, requires motorists to stop and give the right of way to pedestrians legally within crosswalks. However, DDOT research has shown that on busy, high traffic streets, only about 1 in 4 drivers is willing to stop for pedestrians in the crosswalk. The HAWK signal has been found to significantly increase motorist awareness and produce as much as a 97% motorist compliance rate.

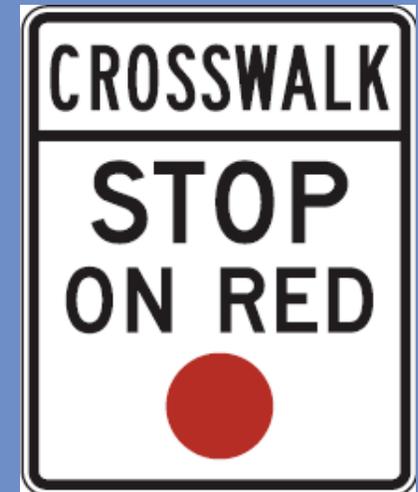
## Resident Questions & Concerns

If you have any questions about the HAWK signal or any traffic control device in the District, please contact the

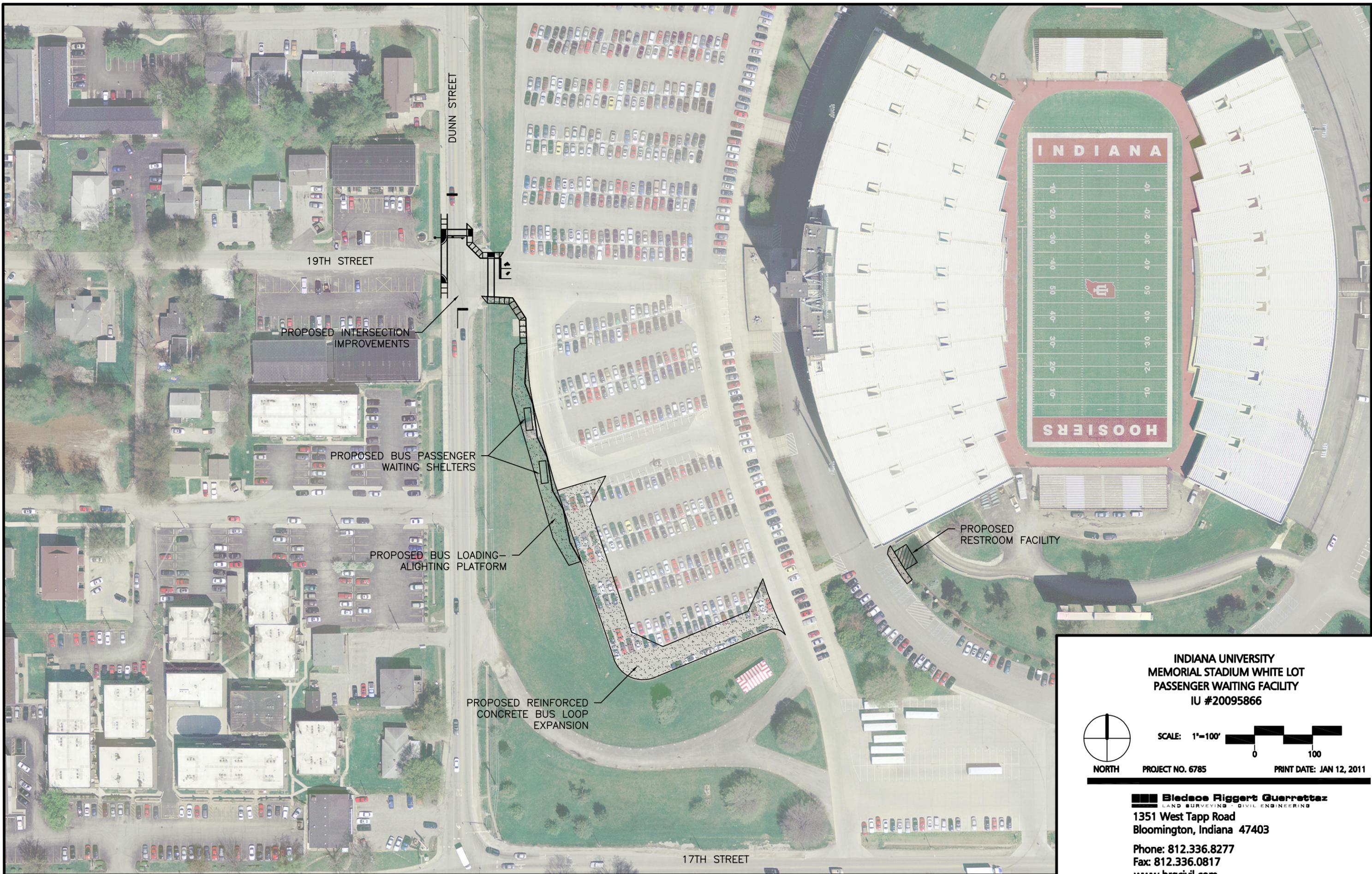
District Department of Transportation at 202-673-6813 or visit our website at [www.ddot.dc.gov](http://www.ddot.dc.gov).



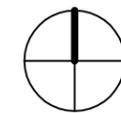
## HAWK (High-Intensity Activated crossWalk) Pedestrian Signal Guide



## What You Need to Know



**INDIANA UNIVERSITY  
MEMORIAL STADIUM WHITE LOT  
PASSENGER WAITING FACILITY  
IU #20095866**



**NORTH**

**SCALE: 1"=100'**



**PROJECT NO. 6785**

**PRINT DATE: JAN 12, 2011**

**Bledsoe Riggert Guerrettez**  
LAND SURVEYING · CIVIL ENGINEERING

**1351 West Tapp Road  
Bloomington, Indiana 47403**

**Phone: 812.336.8277**

**Fax: 812.336.0817**

**www.brgcivil.com**

# DREXEL ROAD / SANTA CLARA AVENUE HAWK PEDESTRIAN CROSSING INSTALLATION

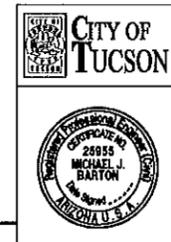


VICINITY MAP

SHEET INDEX

<u>SHEET NUMBER</u>	<u>DESCRIPTION</u>
1	COVER SHEET
2	PLAN SHEET
3	POLE & CONDUCTOR SCHEDULE
4	SIGNAL DETAIL SHEET

6:01:07 PM  
 1/24/2007  
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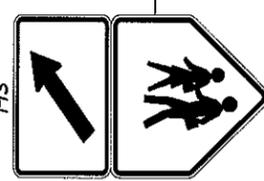
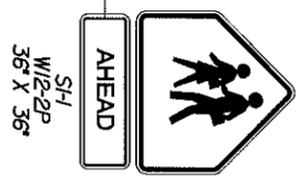
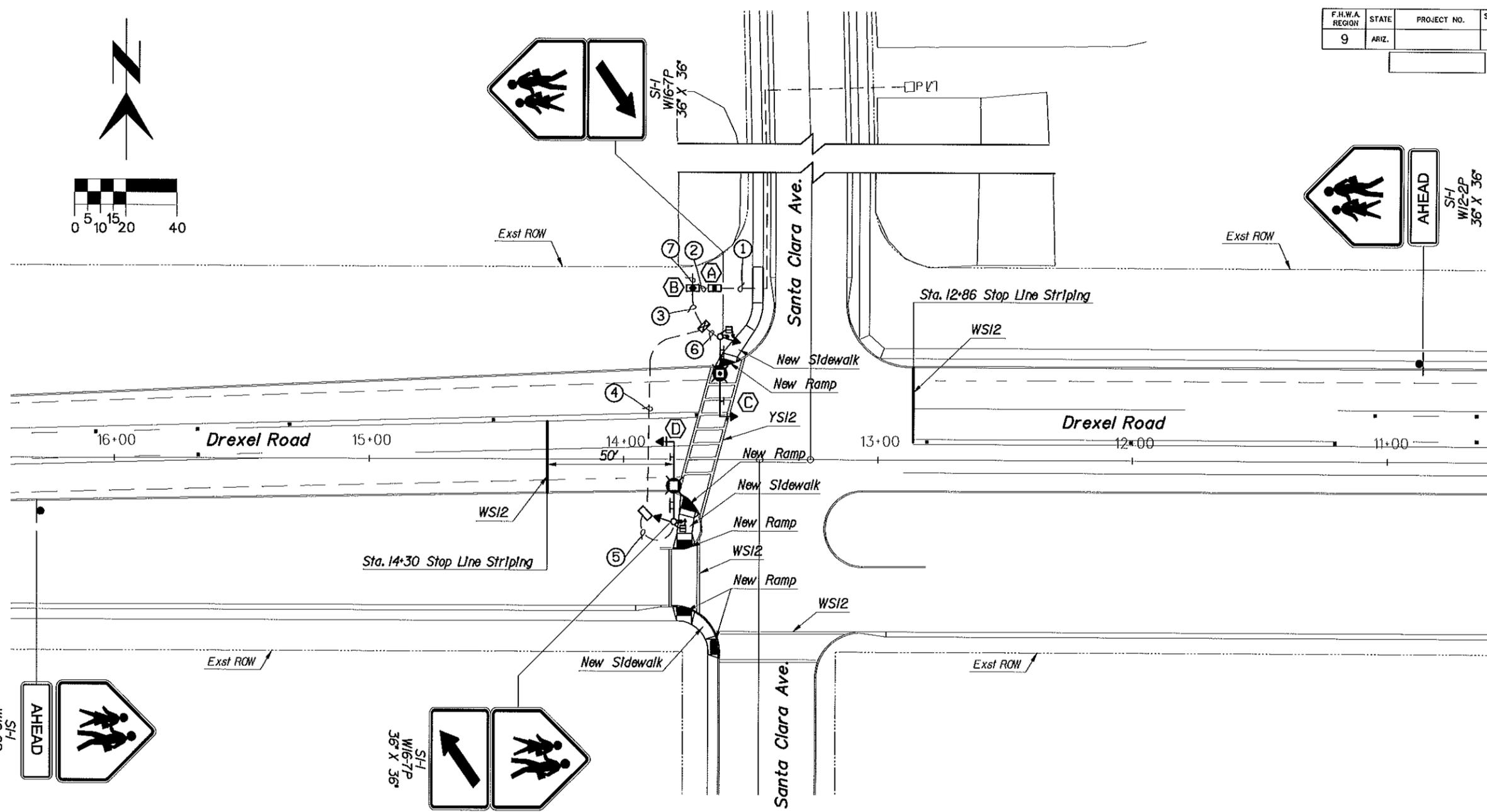
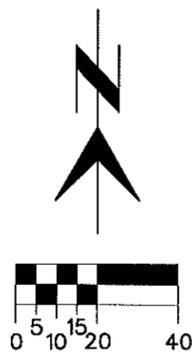
DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION  
**DREXEL ROAD AND SANTA CLARA AVENUE  
HAWK CROSSING**

Approval	Signatory	Date	Approved	1 / OF 4
DESIGN SECTION			_____ 20__	
TRAFFIC ENGINEERING				
ENGINEERING LANDSCAPE ARCH				
ENGINEERING ADMINISTRATOR				
REF. _____			SCALE 1	
DRAWN BY: JSC, BJP 20 06			DESIGN BY: MJB 20 06	CHECK BY: MJB 20 06
PLAN NO. <b>U-2006-013</b>				

NO.	DATE	REVISION	BY	CHKD.	APPR.

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				

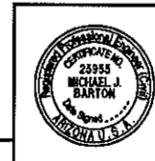
The working days before you do  
CALL FOR THE BLUESTAKES  
800-782-5348  
Blue Stake Center  
CALL COLLECT



**NOTES:**

1. TRAFFIC SIGNAL CONSTRUCTION SHALL CONFORM TO CITY OF TUCSON/PIMA COUNTY STANDARD DETAILS 2003 EDITION, ALL AGENDA, REVISIONS AND THE SPECIAL PROVISIONS.
2. THE LOCATION OF UTILITY FACILITIES ARE APPROXIMATE. ALL INVOLVED UTILITIES MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITIES FOR EXACT LOCATION PRIOR TO CONSTRUCTION ACTIVITY.
3. REFER TO SPECIAL PROVISIONS AND SHEET 3 FOR NEW INTERNALLY ILLUMINATED SIGN REQUIREMENTS.
4. TOP OF POLE FOUNDATION CAPS SHALL BE AT THE SAME ELEVATION AS CURB.
5. ALL LUMINAIRES SHALL CONFORM TO THE FOLLOWING: 120V, 400W HPS, TYPE II DISTRIBUTION, CUTOFF AND FLAT LENS.
6. CONTRACTOR SHALL HAND DIG AS REQUIRED, WHERE UTILITIES ARE IN POTENTIAL CONFLICT WITH INSTALLATION EQUIPMENT.
7. EXACT LOCATION OF EACH NEW PULLBOX, POLE, CABINET, CONDUIT RUN, ETC., SHALL BE DETERMINED IN THE FIELD BY THE ELECTRICAL INSPECTOR PRIOR TO INSTALLATION.
8. ALL 16 CONDUCTOR IMSA SHALL RUN FROM CONTROLLER TO POLE UNSPLICED, ALL FOUR CONDUCTOR IMSA CABLES SHALL RUN FROM CONTROLLER TO DEVICE UNSPLICED.
9. SEPARATE STREET LIGHTING CONDUCTORS FROM SIGNAL CABLE AS MUCH AS POSSIBLE.
10. CONTRACTOR TO PURCHASE AND INSTALL ON POLE C 1 X WIFI RADIO. CONTACT FRANCISCO LEYVA AT 791-4259 FOR SPECIFICATIONS. ETHERNET CABLE TO RUN UNSPLICED FROM CABINET TO RADIO.

**HDR**  
HDR Engineering, Inc.



DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION		2
DREXEL ROAD AND SANTA CLARA AVENUE HAWK CROSSING		OF
ORGN. BY: HAE, JSC	REF.	SCALE: F-20'
DSGN. BY: HAE		
CHKD. BY: MJB	PLAN NO. U-2006-013	

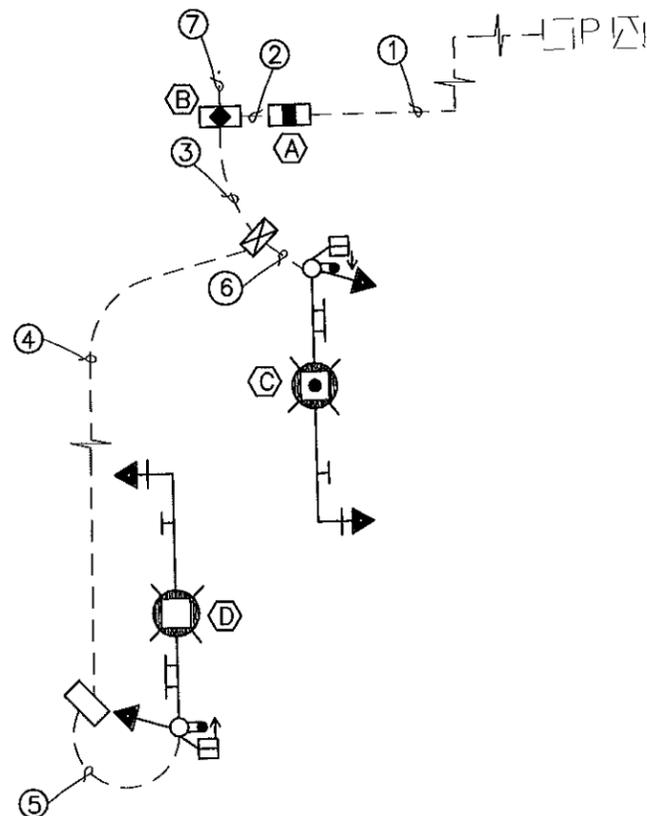
NO.	DATE	REVISION	BY	CHKD.	APPR.



Cabinet and Pole Schedule

TRAFFIC SIGNAL CONTROL					FOUNDATION	LUMINAIRE	REMARKS		
CABINET	TYPE	CONTROLLER	AUX. CONTROLLER						
(A)		TS 1801			TS 18-1		50A/2P CB - HAWK 30A/IP CB - CK1 30A/IP CB - CK2 20A/IP - SPARE		
(B)		TYPE 49M SEE SPECIAL PROVISIONS FOR DETAIL	COT SUPPLIED	30A/2P LIGHTING CONTACTOR	TS 203 CONTRACTOR INSTALLED		CITY SUPPLIED CONTROLLER CABINET AND CONTROLLER, CONTRACTOR INSTALLED		
POLE		MAST ARM		SIGNALS		PED. P.B.			
NUMBER	TYPE	SIGNAL	LUMINAIRE	MOUNT'G	ASS'Y				
(C)		'0 T.S. 412	30'	20'	(1) II (1) V (1) XI	(2) MOD F SEE DTL SHT & SPECIAL PROVISIONS (1) PED	TYPE I 2' ADA PPB R10-3BR1	400 WATT LUMINAIRE 120 VOLT, HPS CUTOFF TYPE PHOTOCELL ON POLE (C)	STA 13+62.47/80 RT, SEE SPECIAL PROVISIONS & DETAIL SHEET
(D)		'0 T.S. 412	30'	20'	(1) II (1) V (1) XI	(2) MOD F SEE DTL SHT & SPECIAL PROVISIONS (1) PED	TYPE I 2' ADA PPB R10-3BL1	400 WATT LUMINAIRE 120 VOLT, HPS CUTOFF TYPE	STA 13+80.24/30 LT, SEE SPECIAL PROVISIONS & DETAIL SHEET

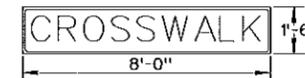
\* INSTALL ILLUMINATED CROSSWALK SIGN.  
\*\* SIGNALS SHALL BE LED, PED INDICATORS SHALL BE LED INTERNATIONAL MAN/HAND WITH COUNTDOWN TIMER.



CABLE DIAGRAM  
CC = Conductor Cable

Conduit and Conductor Schedule

CONDUIT RUN NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33					
CONDUIT SIZE IN INCHES	1/2"	1/2"	3/4"	1"	1 1/4"	1 1/2"	2"																															
CIRCUIT PHASE																																						
16 Conductor MSA Cable																																						
BLACK-PED SIGNAL WALK																																						
WHITE-SIGNAL COMMON																																						
RED-A/O SIGNAL RED																																						
GREEN-A/O SIGNAL GREEN																																						
ORANGE-PED PUSH BUTTON																																						
BLUE-A/O SIGNAL YELLOW																																						
WHITE W/B-LOW VOLTAGE COMMON																																						
RED W/B-A/O AUX RED																																						
GREEN W/B-A/O AUX GREEN																																						
ORANGE W/B-SPARE (PED PUSH BUTTON)																																						
BLUE W/B-A/O AUX YELLOW																																						
BLACK W/W-PED SIGNAL DON'T WALK																																						
RED W/W-SPARE																																						
GREEN W/W-B/O LEFT TURN GREEN																																						
BLUE W/W-B/O L TURN YELLOW																																						
BLACK W/R-SPARE																																						
8 BARE																																						
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10 XHHW																																						
PREEMPT BEACON HOT N/S																																						
PREEMPT BEACON HOT E/W																																						
BEACON NEUTRAL (WHITE)																																						
STREET LIGHT/ISNS HOT (BLACK) CIRCUIT 1																																						
STREET LIGHT/ISNS HOT (BLUE) CIRCUIT 2																																						
STREET LIGHT/ISNS NEUTRAL (WHITE)																																						
6 THW																																						
POWER HOT																																						
POWER NEUTRAL																																						
4 Conductor Shielded Cable																																						
TELEPHONE INTERCONNECT																																						
3 Conductor Shielded Cable																																						
TO PHOTOCELL (BLACK)																																						
COMMON																																						
FROM PHOTOCELL (RED)																																						



INTERNALLY ILLUMINATED CROSSING SIGN (IICS)  
N.T.S.



DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION  
POLE SCHEDULE & CONDUCTOR SCHEMATIC  
DREXEL RD & SANTA CLARA AVE

3 OF 4

CITY OF TUCSON

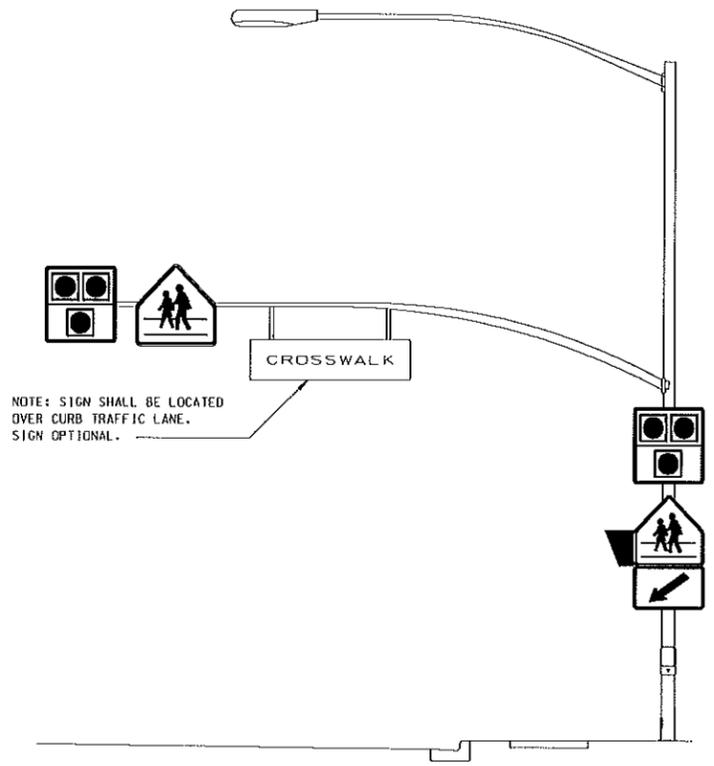
ORGN. BY HAE, JSC  
DSGN. BY HAE, JSC  
CHKD. BY MJH

REF. SCALE: NTS  
PLAN NO. U-2006-013

NO.	DATE	REVISION	BY	CHKD.	APPR.
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F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				

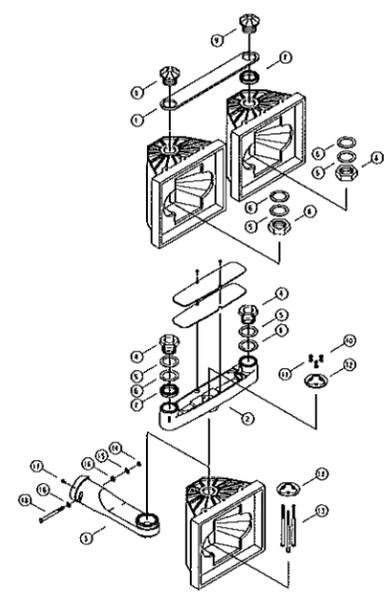
The working days before you do  
CALL FOR THE BLUESTAKES  
800-782-5348  
Blue Stakes Center  
CALL COLLECT



FLASHING BEACON DETAIL

ITEM DESCRIPTION

- ① Two-Way Tie Brace
- ② 2-Way Multi Mount with Gasket and Cover
- ③ Plumbizer
- ④ 1 1/2" Lock Nipple
- ⑤ Steel Flat Washer
- ⑥ Neoprene Washer
- ⑦ Sur-Loc Ring
- ⑧ Lock Nut
- ⑨ Ornamental Cap
- ⑩ 1/4" Hex Nut
- ⑪ 1/4" Lock Washer
- ⑫ Clover Leaf Clamp Washer
- ⑬ 1/4"-20 Carriage Bolt
- ⑭ 3/8" Hex Nut
- ⑮ 3/8" Lock Washer
- ⑯ 3/8" Flat Washer
- ⑰ 3/8"-16 Set Screw (3 ea)
- ⑱ 3/8"-16 x 4" Cap Screw



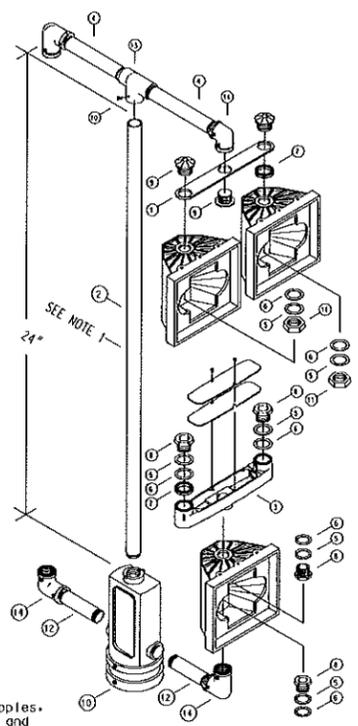
NOTE

1. Plumbizer, Multi-mount, Tie Brace and Signal Sections shall be Yellow.

MAST ARM TENON MOUNT ASSEMBLY FOR MODIFIED 'F' HEAD

ITEM DESCRIPTION

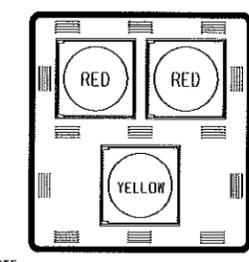
- ① Two-Way Tie Brace
- ② 1 1/2" x 24" Riser
- ③ 2 Way Multi Mount with Gasket and Cover
- ④ 1 1/2" x 7" Nipple (Two Req. For Type VII)
- ⑤ Steel Flat Washer
- ⑥ Neoprene Washer
- ⑦ Shur-Lock Ring Double Sided
- ⑧ 1 1/2" lock Nipple
- ⑨ Ornamental Cap (Two Req. For Type VII)
- ⑩ 1/4"-20 Set Screw
- ⑪ Lock Nut
- ⑫ 1 1/2" x 6 1/2" Nipple (Two Req. For Type VII)
- ⑬ Slip Fit Tee for Two-Way Slip Fit Elbow for One-Way
- ⑭ Serrated Elbow(s)



NOTE

1. Terminal Compartment, Pipe Nipples, Elbows, Multi-mount, Tie Brace and Signal Sections shall be Yellow.

ONE WAY/TWO WAY POLE TOP MOUNTING ASSEMBLY FOR MODIFIED 'F' HEAD



2" yellow tape around border of backplate

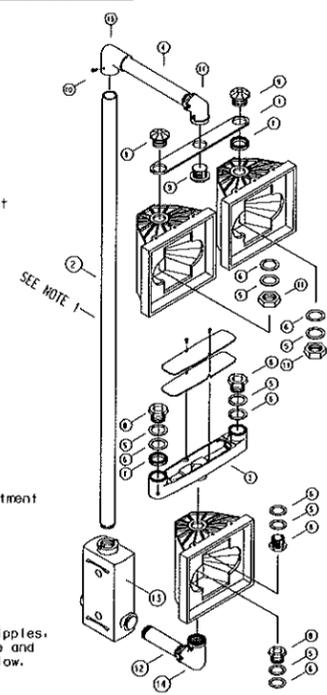
NOTE

1. 5" Border with 1/2" Reinforcing Bends Top, Sides and Bottom.

BACKPLATE DETAIL

ITEM DESCRIPTION

- ① Two-Way Tie Brace
- ② 1 1/2" x 24" Riser
- ③ 2 Way Multi Mount with Gasket and Cover
- ④ 1 1/2" x 18 1/2" Nipple
- ⑤ Steel Flat Washer
- ⑥ Neoprene Washer
- ⑦ Shur-Lock Ring Double Sided
- ⑧ 1 1/2" lock Nipple
- ⑨ Ornamental Cap
- ⑩ 1/4"-20 Set Screw
- ⑪ Lock Nut
- ⑫ 1 1/2" x 18" Nipple
- ⑬ Side of Pole Terminal Compartment
- ⑭ Serrated Elbow
- ⑮ Slip Fit Elbow



NOTE

1. Terminal Compartment, Pipe Nipples, Elbows, Multi-mount, Tie Brace and Signal Sections shall be Yellow.

SIDE OF POLE LEFT OF DOOR MOUNTING ASSEMBLY FOR MODIFIED 'F' HEAD

FOR TRAFFIC SIGNAL CONSTRUCTION USE  
TUCSON/PIMA COUNTY STANDARD DETAILS  
2003 EDITION

**HDR**  
HDR Engineering, Inc.



DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION		4
SIGNAL DETAIL SHEET		OF
DREXEL RD & SANTA CLARA AVE		4
CITY OF TUCSON	DRWN. BY HAE, JSC	REF.
	DSGN. BY HAE, JSC	SCALE:
	CHKD. BY MJB	PLAN NO. U-2006-013

NO.	DATE	REVISION	BY	CHKD.	APPR.

BRG Project No.: 6785

Preliminary Opinion of Probable Cost for Site Work

Prepared by Bledsoe Riggert & Guerrettaz, Inc. -- December 18, 2010

**19th and Dunn Intersection Improvements**

No.	Description	Quantity	Unit	Unit Price	Cost
1	Mobilization / Demobilization	1	LS	2,000.00	2,000.00
2	Layout	12	HR	110.00	1,320.00
3	Demolition - Saw Cut Asphalt Pavement	60	LF	2.50	150.00
4	Demolition - Remove Concrete Pavement	360	SF	1.85	666.00
5	Demolition - Paved Side Ditch	30	LF	12.00	360.00
6	Demolition - Remove Concrete Headwalls	2	EA	200.00	400.00
7	Construction - Stormwater Pollution Prevention - Silt Fence	150	LF	1.50	225.00
8	Construction - Stormwater Pollution Prevention - Concrete Washout	1	EA	250.00	250.00
9	Earthwork - Clearing, Stripping, Grading	90	CYD	5.00	450.00
10	Storm - Inlet Type 'J' with casting	2	EA	2,000.00	4,000.00
11	Storm - Manholes	2	EA	3,000.00	6,000.00
12	Storm - 12" HDPE Pipe	40	LF	24.00	960.00
13	Storm - 21" x 30" CMP	20	LF	100.00	2,000.00
14	Storm - Headwalls	2	EA	2,000.00	4,000.00
15	Earthwork - Fill	300	CYD	5.00	1,500.00
16	Concrete Curb	130	LF	20.00	2,600.00
17	Sidewalk - 4" #53 Stone	20	TON	18.00	360.00
18	Sidewalk - Concrete Pavement	540	SF	4.50	2,430.00
19	Sidewalk - ADA Compliant Ramps	5	EA	1,500.00	7,500.00
20	Pavement Repair	72	LF	10.00	720.00
21	Pavement Marking - Thermoplastic - Cross Walk - 6-inch	220	LF	2.00	440.00
22	Pavement Marking - Thermoplastic - Stop Bar - 24-inch	66	LF	8.00	528.00
23	HAWK Pedestrian Signal	1	LS	56,000.00	56,000.00
24	Topsoil	60	CYD	35.00	2,100.00
25	Fine Grade, Fertilize, and Sod Disturbed Areas	350	SYD	5.50	1,925.00
Total					98,884.00
Miscellaneous (10%)					9,888.40
					108,772.40
Rounded					110,000.00

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK/EE  
 Weather: Cool, sunny

Site Code: q4821  
 Station ID: SN:023809  
 N. Dunn St.  
 E. 19th St. to E. 20th St.  
 Latitude: 0' 0.000 Undefined

Northbound																	
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/20/10	1	0	11	21	23	22	5	0	0	0	0	0	0	0	83	28-37	46
01:00	1	0	7	5	18	15	2	0	0	0	0	0	0	0	48	31-40	33
02:00	0	1	1	6	9	2	0	0	0	0	0	0	0	0	19	25-34	15
03:00	0	0	1	1	0	3	2	0	0	0	0	0	0	0	7	33-42	5
04:00	0	0	1	1	2	2	1	1	0	0	0	0	0	0	8	28-37	5
05:00	0	0	0	2	3	3	1	1	0	0	0	0	0	0	10	29-38	8
06:00	2	0	3	5	4	8	5	2	2	0	0	0	0	0	31	32-41	13
07:00	2	1	6	11	19	15	4	1	0	0	0	0	0	0	59	30-39	34
08:00	3	2	5	16	19	16	4	0	0	0	0	0	0	0	65	27-36	36
09:00	4	2	11	19	41	23	6	0	0	0	0	0	0	0	106	29-38	64
10:00	4	1	13	44	32	16	11	0	1	0	0	0	0	0	122	26-35	76
11:00	7	2	23	41	38	31	5	0	0	0	0	0	0	0	147	26-35	79
12 PM	9	2	33	69	45	36	7	1	0	0	0	0	0	0	202	26-35	114
13:00	2	3	23	52	60	27	9	0	1	0	0	0	0	0	177	26-35	112
14:00	10	6	47	79	59	34	6	0	0	0	0	0	0	0	241	26-35	138
15:00	8	2	44	80	57	34	7	1	0	0	0	0	0	0	233	26-35	137
16:00	11	7	44	102	99	67	11	0	0	0	0	0	0	0	341	26-35	201
17:00	16	5	49	97	103	66	10	1	0	0	0	0	0	0	347	26-35	200
18:00	9	2	33	77	76	38	4	1	0	0	0	0	0	0	240	26-35	153
19:00	8	1	27	54	65	48	7	1	0	0	0	0	0	0	211	26-35	119
20:00	14	4	25	66	73	38	4	0	1	0	0	0	0	0	225	26-35	139
21:00	5	1	28	38	54	36	7	1	0	0	0	0	0	0	170	27-36	93
22:00	3	1	25	48	50	27	2	0	0	0	0	0	0	0	156	26-35	98
23:00	2	1	12	23	46	24	10	1	0	0	0	0	0	0	119	28-37	71
<b>Total</b>	<b>121</b>	<b>44</b>	<b>472</b>	<b>957</b>	<b>995</b>	<b>631</b>	<b>130</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3367</b>		
Percent	3.6%	1.3%	14.0%	28.4%	29.6%	18.7%	3.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00	10:00	09:00	11:00	10:00	06:00	06:00						11:00		
Vol.	7	2	23	44	41	31	11	2	2						147		
PM Peak	17:00	16:00	17:00	16:00	17:00	16:00	16:00	12:00	13:00						17:00		
Vol.	16	7	49	102	103	67	11	1	1						347		

For: IU Intersection Improvements  
 Counted By: PK/EE  
 Weather: Cool, sunny

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: q4821  
 Station ID: SN:023809  
 N. Dunn St.  
 E. 19th St. to E. 20th St.  
 Latitude: 0' 0.000 Undefined

Northbound																Total	Pace Speed	Number in Pace
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999			
10/21/10	4	0	9	20	32	22	9	1	0	0	0	0	0	0	97	28-37	54	
01:00	0	5	4	9	13	7	5	0	2	0	0	0	0	0	45	27-36	23	
02:00	0	1	3	5	14	9	1	0	0	0	0	0	0	0	33	30-39	23	
03:00	0	0	1	0	2	3	1	0	0	0	0	0	0	0	7	32-41	6	
04:00	0	0	2	3	0	3	0	0	0	0	0	0	0	0	8	19-28	5	
05:00	0	0	2	0	1	1	0	0	0	0	0	0	0	0	4	13-22	2	
06:00	0	1	4	3	8	13	4	0	1	0	0	0	0	0	34	31-40	21	
07:00	2	0	6	13	17	16	2	0	0	0	0	0	0	0	56	28-37	33	
08:00	2	2	8	18	20	13	5	0	0	0	0	0	0	0	68	26-35	38	
09:00	10	0	11	27	31	18	8	1	0	0	0	0	0	0	106	26-35	58	
10:00	5	1	30	46	30	20	3	0	0	0	0	0	0	0	135	21-30	76	
11:00	10	3	15	36	36	26	7	1	0	1	0	0	0	0	135	26-35	72	
12 PM	7	2	37	71	50	30	5	0	0	0	0	0	0	0	202	26-35	121	
13:00	2	8	16	41	68	35	13	0	0	0	0	0	0	0	183	26-35	109	
14:00	4	7	58	88	66	27	11	0	0	0	0	0	0	0	261	26-35	154	
15:00	10	7	30	80	70	45	13	1	0	0	0	0	0	0	256	26-35	150	
16:00	14	6	38	136	133	74	7	4	0	0	0	0	0	0	412	26-35	269	
17:00	13	9	68	149	137	57	9	1	0	0	0	0	0	0	443	26-35	286	
18:00	22	5	36	78	92	42	8	0	0	0	0	0	0	0	283	26-35	170	
19:00	3	7	25	64	77	52	5	0	0	0	0	0	0	0	233	26-35	141	
20:00	10	4	42	67	84	41	6	1	0	0	0	0	0	0	255	26-35	151	
21:00	6	5	29	45	58	41	11	1	0	0	0	0	0	0	196	26-35	103	
22:00	5	3	17	26	42	34	9	0	0	0	0	0	0	0	136	30-39	76	
23:00	8	3	21	35	33	30	4	1	0	0	0	0	0	0	135	26-35	68	
<b>Total</b>	<b>137</b>	<b>79</b>	<b>512</b>	<b>1060</b>	<b>1114</b>	<b>659</b>	<b>146</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3723</b>			
Percent	3.7%	2.1%	13.8%	28.5%	29.9%	17.7%	3.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	09:00	01:00	10:00	10:00	11:00	11:00	00:00	00:00	01:00	11:00						10:00		
Vol.	10	5	30	46	36	26	9	1	2	1						135		
PM Peak	18:00	17:00	17:00	17:00	17:00	16:00	13:00	16:00								17:00		
Vol.	22	9	68	149	137	74	13	4								443		
<b>Total</b>	<b>258</b>	<b>123</b>	<b>984</b>	<b>2017</b>	<b>2109</b>	<b>1290</b>	<b>276</b>	<b>24</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7090</b>			
Percent	3.6%	1.7%	13.9%	28.4%	29.7%	18.2%	3.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%				

15th Percentile : 24 MPH  
 50th Percentile : 31 MPH  
 85th Percentile : 38 MPH  
 95th Percentile : 40 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 4126  
 Percent in Pace : 58.2%  
 Number of Vehicles > 30 MPH : 3708  
 Percent of Vehicles > 30 MPH : 52.3%  
 Mean Speed(Average) : 30 MPH



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Site Code: q4821  
 Station ID: SN:023809  
 N. Dunn St.  
 E. 19th St. to E. 20th St.  
 Latitude: 0' 0.000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/21/10	2	0	6	20	21	15	3	1	0	0	0	0	0	0	68	26-35	41
01:00	0	1	1	13	18	6	2	1	0	0	0	0	0	0	42	26-35	31
02:00	0	0	3	4	12	3	0	0	0	0	0	0	0	0	22	27-36	17
03:00	0	0	0	1	1	0	1	0	1	0	0	0	0	0	4	22-31	2
04:00	0	0	3	1	2	1	1	0	0	0	0	0	0	0	8	21-30	4
05:00	0	0	3	8	6	4	1	0	0	0	0	0	0	0	22	23-32	14
06:00	0	0	9	13	15	21	5	0	1	0	0	0	0	0	64	31-40	36
07:00	7	13	54	84	60	22	1	1	0	0	0	0	0	0	242	26-35	144
08:00	5	9	41	71	71	23	5	2	0	0	0	0	0	0	227	26-35	142
09:00	31	18	54	62	49	18	5	1	0	0	0	0	0	0	238	21-30	116
10:00	15	10	42	91	54	17	3	1	0	0	0	0	0	0	233	26-35	145
11:00	5	0	23	42	64	30	9	0	0	0	0	0	0	0	173	26-35	106
12 PM	8	21	74	102	43	27	2	0	1	0	0	0	0	0	278	21-30	176
13:00	6	9	33	67	73	26	8	0	0	0	0	0	0	0	222	26-35	140
14:00	6	7	40	73	52	24	5	0	0	0	0	0	0	0	207	26-35	125
15:00	8	10	37	60	70	31	1	0	0	0	0	0	0	0	217	26-35	130
16:00	13	12	26	64	74	23	4	0	0	0	0	0	0	0	216	26-35	138
17:00	8	12	34	63	85	33	11	1	0	0	0	0	0	0	247	26-35	148
18:00	16	7	30	62	85	37	3	0	0	0	0	0	0	0	240	26-35	147
19:00	9	6	40	73	71	29	1	0	0	0	0	0	0	0	229	26-35	144
20:00	8	7	33	61	67	13	3	0	0	0	0	0	0	0	192	26-35	128
21:00	3	5	27	74	60	30	1	0	0	0	0	0	0	0	200	26-35	134
22:00	4	1	22	46	43	17	5	0	0	0	0	0	0	0	138	26-35	89
23:00	10	2	15	37	33	11	2	0	0	0	0	0	0	0	110	26-35	70
Total	164	150	650	1192	1129	461	82	8	3	0	0	0	0	0	3839		
Percent	4.3%	3.9%	16.9%	31.0%	29.4%	12.0%	2.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	07:00	10:00	08:00	11:00	11:00	08:00	03:00							07:00	
Vol.	31	18	54	91	71	30	9	2	1							242	
PM Peak	18:00	12:00	12:00	12:00	17:00	18:00	17:00	17:00	12:00							12:00	
Vol.	16	21	74	102	85	37	11	1	1							278	
Total	330	293	1353	2402	2262	871	152	21	5	0	0	0	0	0	7689		
Percent	4.3%	3.8%	17.6%	31.2%	29.4%	11.3%	2.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH  
 50th Percentile : 29 MPH  
 85th Percentile : 35 MPH  
 95th Percentile : 39 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 4664  
 Percent in Pace : 60.7%  
 Number of Vehicles > 30 MPH : 3311  
 Percent of Vehicles > 30 MPH : 43.1%  
 Mean Speed(Average) : 29 MPH

City of Bloomington  
 Engineering Department  
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 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK/EE  
 Weather: Cool, sunny

Site Code: q4821  
 Station ID: SN:023809  
 N. Dunn St.  
 E. 19th St. to E. 20th St.  
 Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/20/10	3	0	20	41	54	31	5	1	0	0	0	0	0	0	155	26-35	95
01:00	1	0	13	16	33	21	2	0	0	0	0	0	0	0	86	30-39	54
02:00	0	1	4	9	14	3	1	0	0	0	0	0	0	0	32	26-35	23
03:00	0	1	3	2	3	3	6	0	1	0	0	0	0	0	19	33-42	9
04:00	0	0	1	2	5	3	1	3	0	0	0	0	0	0	15	29-38	10
05:00	0	0	6	9	10	8	3	1	0	0	0	0	0	0	37	27-36	20
06:00	3	1	10	17	29	27	10	2	3	0	0	0	0	0	102	31-40	56
07:00	7	7	51	102	78	31	6	2	0	0	0	0	0	0	284	26-35	180
08:00	14	13	69	94	72	38	10	0	0	0	0	0	0	0	310	23-32	166
09:00	12	17	67	111	96	37	6	1	0	0	0	0	0	0	347	26-35	207
10:00	13	14	74	112	81	40	14	2	1	0	0	0	0	0	351	26-35	193
11:00	15	15	61	118	92	50	11	1	0	0	0	0	0	0	363	26-35	210
12 PM	30	18	95	152	113	61	12	1	0	0	0	0	0	0	482	26-35	265
13:00	11	10	60	112	132	56	12	0	1	0	0	0	0	0	394	26-35	244
14:00	22	23	103	165	106	54	8	1	0	0	0	0	0	0	482	23-32	271
15:00	22	11	70	156	145	55	9	1	0	0	0	0	0	0	469	26-35	301
16:00	29	13	78	167	176	100	18	0	0	0	0	0	0	0	581	26-35	343
17:00	37	13	87	180	159	97	13	1	0	0	0	0	0	0	587	26-35	339
18:00	18	11	73	142	152	69	7	2	0	0	0	0	0	0	474	26-35	294
19:00	11	3	61	134	139	66	9	1	0	0	0	0	0	0	424	26-35	273
20:00	21	8	51	122	145	51	8	0	1	0	0	0	0	0	407	26-35	267
21:00	8	5	53	74	124	57	10	2	0	0	0	0	0	0	333	26-35	198
22:00	4	2	35	83	90	43	4	1	0	0	0	0	0	0	262	26-35	173
23:00	6	1	30	47	80	40	15	2	0	0	0	0	0	0	221	26-35	127
<b>Total</b>	<b>287</b>	<b>187</b>	<b>1175</b>	<b>2167</b>	<b>2128</b>	<b>1041</b>	<b>200</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7217</b>		
Percent	4.0%	2.6%	16.3%	30.0%	29.5%	14.4%	2.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	10:00	11:00	09:00	11:00	10:00	04:00	06:00						11:00		
Vol.	15	17	74	118	96	50	14	3	3						363		
PM Peak	17:00	14:00	14:00	17:00	16:00	16:00	16:00	18:00	13:00						17:00		
Vol.	37	23	103	180	176	100	18	2	1						587		

For: IU Intersection Improvements  
 Counted By: PK/EE  
 Weather: Cool, sunny

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: q4821  
 Station ID: SN:023809  
 N. Dunn St.  
 E. 19th St. to E. 20th St.  
 Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/21/10	6	0	15	40	53	37	12	2	0	0	0	0	0	0	165	26-35	93
01:00	0	6	5	22	31	13	7	1	2	0	0	0	0	0	87	26-35	53
02:00	0	1	6	9	26	12	1	0	0	0	0	0	0	0	55	28-37	38
03:00	0	0	1	1	3	3	2	0	1	0	0	0	0	0	11	33-42	8
04:00	0	0	5	4	2	4	1	0	0	0	0	0	0	0	16	20-29	9
05:00	0	0	5	8	7	5	1	0	0	0	0	0	0	0	26	23-32	15
06:00	0	1	13	16	23	34	9	0	2	0	0	0	0	0	98	31-40	57
07:00	9	13	60	97	77	38	3	1	0	0	0	0	0	0	298	26-35	174
08:00	7	11	49	89	91	36	10	2	0	0	0	0	0	0	295	26-35	180
09:00	41	18	65	89	80	36	13	2	0	0	0	0	0	0	344	26-35	169
10:00	20	11	72	137	84	37	6	1	0	0	0	0	0	0	368	26-35	221
11:00	15	3	38	78	100	56	16	1	0	1	0	0	0	0	308	26-35	178
12 PM	15	23	111	173	93	57	7	0	1	0	0	0	0	0	480	21-30	284
13:00	8	17	49	108	141	61	21	0	0	0	0	0	0	0	405	26-35	249
14:00	10	14	98	161	118	51	16	0	0	0	0	0	0	0	468	26-35	279
15:00	18	17	67	140	140	76	14	1	0	0	0	0	0	0	473	26-35	280
16:00	27	18	64	200	207	97	11	4	0	0	0	0	0	0	628	26-35	407
17:00	21	21	102	212	222	90	20	2	0	0	0	0	0	0	690	26-35	434
18:00	38	12	66	140	177	79	11	0	0	0	0	0	0	0	523	26-35	317
19:00	12	13	65	137	148	81	6	0	0	0	0	0	0	0	462	26-35	285
20:00	18	11	75	128	151	54	9	1	0	0	0	0	0	0	447	26-35	279
21:00	9	10	56	119	118	71	12	1	0	0	0	0	0	0	396	26-35	237
22:00	9	4	39	72	85	51	14	0	0	0	0	0	0	0	274	26-35	157
23:00	18	5	36	72	66	41	6	1	0	0	0	0	0	0	245	26-35	138
<b>Total</b>	<b>301</b>	<b>229</b>	<b>1162</b>	<b>2252</b>	<b>2243</b>	<b>1120</b>	<b>228</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7562</b>		
Percent	4.0%	3.0%	15.4%	29.8%	29.7%	14.8%	3.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	10:00	10:00	11:00	11:00	11:00	00:00	01:00	11:00					10:00		
Vol.	41	18	72	137	100	56	16	2	2	1					368		
PM Peak	18:00	12:00	12:00	17:00	17:00	16:00	13:00	16:00	12:00						17:00		
Vol.	38	23	111	212	222	97	21	4	1						690		
<b>Total</b>	<b>588</b>	<b>416</b>	<b>2337</b>	<b>4419</b>	<b>4371</b>	<b>2161</b>	<b>428</b>	<b>45</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14779</b>		
Percent	4.0%	2.8%	15.8%	29.9%	29.6%	14.6%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 23 MPH  
 50th Percentile : 30 MPH  
 85th Percentile : 36 MPH  
 95th Percentile : 40 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 8790  
 Percent in Pace : 59.5%  
 Number of Vehicles > 30 MPH : 7019  
 Percent of Vehicles > 30 MPH : 47.5%  
 Mean Speed(Average) : 30 MPH

For: IU Intersection Improvements  
 Counted By: PK/EE  
 Weather: Cool, sunny

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: q4821  
 Station ID: SN:023809  
 N. Dunn St.  
 E. 19th St. to E. 20th St.  
 Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/20/10	1	143	8	0	0	1	0	0	0	0	0	0	0	2	155
01:00	0	81	4	0	0	0	0	0	0	0	0	0	0	1	86
02:00	2	27	3	0	0	0	0	0	0	0	0	0	0	0	32
03:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
04:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
05:00	0	29	7	0	1	0	0	0	0	0	0	0	0	0	37
06:00	3	69	21	1	4	0	0	2	0	0	0	0	0	2	102
07:00	0	237	34	2	4	3	0	0	0	0	0	0	0	4	284
08:00	1	267	28	0	4	2	1	0	0	0	0	0	0	7	310
09:00	1	294	37	0	3	4	0	1	0	0	0	0	0	7	347
10:00	1	289	42	1	4	2	1	1	0	0	0	0	0	10	351
11:00	2	292	48	1	5	2	0	0	0	0	0	0	0	13	363
12 PM	9	392	49	0	10	1	0	0	0	0	0	0	0	21	482
13:00	2	328	43	0	11	1	0	1	0	0	0	0	0	8	394
14:00	6	405	41	0	6	4	0	0	0	0	0	0	0	20	482
15:00	8	390	43	0	7	0	0	1	0	0	0	0	0	20	469
16:00	9	482	55	1	6	1	0	2	0	0	0	0	0	25	581
17:00	10	486	45	1	7	1	0	2	0	0	0	0	0	35	587
18:00	5	417	31	0	3	2	0	0	0	0	0	0	0	16	474
19:00	3	385	25	0	2	0	0	0	0	0	0	0	0	9	424
20:00	5	359	22	0	3	0	0	0	0	0	0	0	0	18	407
21:00	0	300	20	0	4	1	0	0	0	0	0	0	0	8	333
22:00	1	243	15	0	0	0	0	0	0	0	0	0	0	3	262
23:00	3	203	8	0	1	0	0	0	0	0	0	0	0	6	221
Total	72	6149	632	7	85	25	2	10	0	0	0	0	0	235	7217
Percent	1.0%	85.2%	8.8%	0.1%	1.2%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	
AM Peak	06:00	09:00	11:00	07:00	11:00	09:00	08:00	06:00						11:00	11:00
Vol.	3	294	48	2	5	4	1	2						13	363
PM Peak	17:00	17:00	16:00	16:00	13:00	14:00		16:00						17:00	17:00
Vol.	10	486	55	1	11	4		2						35	587



City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK/EE  
 WEather: Cool, sunny

Site Code: q4820  
 Station ID: SN:023255  
 N. Dunn St.  
 E. 18th St. to E. 19th St.  
 Latitude: 0' 0.000 Undefined

Start Time	18-Oct-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbound	Southbo	Northbou	Southbo												
12:00 AM	*	*	*	*	96	84	111	78	0	0	*	*	*	*	69	54
01:00	*	*	*	*	63	39	40	56	*	*	*	*	*	*	52	48
02:00	*	*	*	*	23	11	34	24	*	*	*	*	*	*	28	18
03:00	*	*	*	*	14	13	16	6	*	*	*	*	*	*	15	10
04:00	*	*	*	*	9	8	7	9	*	*	*	*	*	*	8	8
05:00	*	*	*	*	11	17	6	15	*	*	*	*	*	*	8	16
06:00	*	*	*	*	35	56	31	50	*	*	*	*	*	*	33	53
07:00	*	*	*	*	105	171	111	157	*	*	*	*	*	*	108	164
08:00	*	*	*	*	156	152	138	153	*	*	*	*	*	*	147	152
09:00	*	*	*	*	205	179	221	184	*	*	*	*	*	*	213	182
10:00	*	*	*	*	176	178	183	179	*	*	*	*	*	*	180	178
11:00	*	*	*	*	182	203	164	203	*	*	*	*	*	*	173	203
12:00 PM	*	*	*	*	254	288	259	276	*	*	*	*	*	*	256	282
01:00	*	*	*	*	213	232	230	202	*	*	*	*	*	*	222	217
02:00	*	*	*	*	210	263	233	255	*	*	*	*	*	*	222	259
03:00	*	*	*	*	225	284	253	256	*	*	*	*	*	*	239	270
04:00	*	*	*	*	346	306	422	274	*	*	*	*	*	*	384	290
05:00	*	*	*	*	345	325	409	311	*	*	*	*	*	*	377	318
06:00	*	*	*	*	230	287	265	280	*	*	*	*	*	*	248	284
07:00	*	*	*	*	227	242	252	269	*	*	*	*	*	*	240	256
08:00	*	*	*	*	256	226	263	228	*	*	*	*	*	*	260	227
09:00	*	*	*	*	189	176	207	218	*	*	*	*	*	*	198	197
10:00	*	*	*	*	185	134	162	152	*	*	*	*	*	*	174	143
11:00	*	*	*	*	134	104	143	124	*	*	*	*	*	*	138	114
Lane	0	0	0	0	3889	3978	4160	3959	0	0	0	0	0	0	3992	3943
Day	0	0	0	0	7867		8119		0	0	0	0	0	0	7935	
AM Peak					09:00	11:00	09:00	11:00							09:00	11:00
Vol.					205	203	221	203							213	203
PM Peak					16:00	17:00	16:00	17:00							16:00	17:00
Vol.					346	325	422	311							384	318

Comb. Total	0	0	7867	8119	0	0	0	7935
ADT	ADT 7,993		AADT 7,993					

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK/EE  
 WEather: Cool, sunny

Site Code: q4820  
 Station ID: SN:023255  
 N. Dunn St.  
 E. 18th St. to E. 19th St.  
 Latitude: 0' 0.000 Undefined

Northbound																	
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/20/10	0	2	15	12	30	23	14	0	0	0	0	0	0	0	96	31-40	53
01:00	0	0	10	5	21	18	9	0	0	0	0	0	0	0	63	31-40	39
02:00	0	0	2	4	8	9	0	0	0	0	0	0	0	0	23	30-39	17
03:00	0	2	4	2	1	3	2	0	0	0	0	0	0	0	14	18-27	8
04:00	0	2	0	1	1	2	1	2	0	0	0	0	0	0	9	28-37	4
05:00	0	1	0	2	1	4	2	1	0	0	0	0	0	0	11	33-42	7
06:00	0	1	4	3	9	9	5	1	3	0	0	0	0	0	35	30-39	18
07:00	7	26	28	5	16	17	6	0	0	0	0	0	0	0	105	16-25	54
08:00	16	48	43	11	17	13	7	1	0	0	0	0	0	0	156	16-25	91
09:00	33	51	46	11	28	30	6	0	0	0	0	0	0	0	205	16-25	97
10:00	31	43	35	11	22	23	11	0	0	0	0	0	0	0	176	16-25	78
11:00	20	31	35	26	32	30	8	0	0	0	0	0	0	0	182	16-25	66
12 PM	45	46	51	28	40	37	6	1	0	0	0	0	0	0	254	16-25	97
13:00	34	21	30	22	52	39	12	2	1	0	0	0	0	0	213	31-40	91
14:00	38	24	25	26	52	39	6	0	0	0	0	0	0	0	210	31-40	91
15:00	35	39	41	22	42	37	8	1	0	0	0	0	0	0	225	16-25	80
16:00	42	32	40	46	98	73	15	0	0	0	0	0	0	0	346	31-40	171
17:00	37	38	49	44	88	74	10	5	0	0	0	0	0	0	345	31-40	162
18:00	29	17	27	30	59	56	10	2	0	0	0	0	0	0	230	31-40	115
19:00	20	24	36	25	50	54	15	3	0	0	0	0	0	0	227	31-40	104
20:00	10	23	33	32	84	60	12	1	1	0	0	0	0	0	256	31-40	144
21:00	8	13	26	24	49	55	11	3	0	0	0	0	0	0	189	31-40	104
22:00	5	15	33	29	44	47	12	0	0	0	0	0	0	0	185	31-40	91
23:00	4	4	11	17	46	36	12	4	0	0	0	0	0	0	134	31-40	82
<b>Total</b>	<b>414</b>	<b>503</b>	<b>624</b>	<b>438</b>	<b>890</b>	<b>788</b>	<b>200</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3889</b>		
Percent	10.6%	12.9%	16.0%	11.3%	22.9%	20.3%	5.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	11:00	11:00	09:00	00:00	04:00	06:00						09:00		
Vol.	33	51	46	26	32	30	14	2	3						205		
PM Peak	12:00	12:00	12:00	16:00	16:00	17:00	16:00	17:00	13:00						16:00		
Vol.	45	46	51	46	98	74	15	5	1						346		

For: IU Intersection Improvements  
 Counted By: PK/EE  
 WEather: Cool, sunny

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: q4820  
 Station ID: SN:023255  
 N. Dunn St.  
 E. 18th St. to E. 19th St.  
 Latitude: 0' 0.000 Undefined

Northbound																	
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/21/10	3	4	14	11	27	35	15	2	0	0	0	0	0	0	111	31-40	62
01:00	0	1	2	3	15	12	6	0	1	0	0	0	0	0	40	31-40	27
02:00	0	0	2	4	11	14	1	1	0	1	0	0	0	0	34	31-40	25
03:00	0	1	4	3	3	4	1	0	0	0	0	0	0	0	16	28-37	8
04:00	0	0	1	1	2	3	0	0	0	0	0	0	0	0	7	29-38	6
05:00	0	0	1	1	1	3	0	0	0	0	0	0	0	0	6	29-38	5
06:00	0	2	2	1	7	12	4	2	1	0	0	0	0	0	31	31-40	19
07:00	9	28	26	8	23	13	4	0	0	0	0	0	0	0	111	16-25	54
08:00	28	39	26	8	16	13	8	0	0	0	0	0	0	0	138	16-25	65
09:00	48	54	45	18	26	21	9	0	0	0	0	0	0	0	221	16-25	99
10:00	34	43	25	23	30	21	7	0	0	0	0	0	0	0	183	16-25	68
11:00	20	30	23	27	21	33	7	2	0	1	0	0	0	0	164	31-40	54
12 PM	48	50	46	29	45	32	9	0	0	0	0	0	0	0	259	16-25	96
13:00	30	23	38	25	58	37	17	2	0	0	0	0	0	0	230	31-40	95
14:00	30	34	38	31	44	43	12	1	0	0	0	0	0	0	233	31-40	87
15:00	41	24	27	34	67	41	18	1	0	0	0	0	0	0	253	31-40	108
16:00	50	47	54	58	108	89	13	3	0	0	0	0	0	0	422	31-40	197
17:00	48	40	58	56	118	75	14	0	0	0	0	0	0	0	409	31-40	193
18:00	24	21	35	36	67	70	12	0	0	0	0	0	0	0	265	31-40	137
19:00	19	19	33	30	75	66	10	0	0	0	0	0	0	0	252	31-40	141
20:00	9	19	35	33	90	67	8	2	0	0	0	0	0	0	263	31-40	157
21:00	12	13	24	23	53	61	18	3	0	0	0	0	0	0	207	31-40	114
22:00	5	9	23	16	46	48	15	0	0	0	0	0	0	0	162	31-40	94
23:00	5	12	16	19	43	36	9	3	0	0	0	0	0	0	143	31-40	79
<b>Total</b>	<b>463</b>	<b>513</b>	<b>598</b>	<b>498</b>	<b>996</b>	<b>849</b>	<b>217</b>	<b>22</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4160</b>		
Percent	11.1%	12.3%	14.4%	12.0%	23.9%	20.4%	5.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	11:00	10:00	00:00	00:00	00:00	01:00	02:00					09:00		
Vol.	48	54	45	27	30	35	15	2	1	1					221		
PM Peak	16:00	12:00	17:00	16:00	17:00	16:00	15:00	16:00							16:00		
Vol.	50	50	58	58	118	89	18	3							422		
<b>Total</b>	<b>877</b>	<b>1016</b>	<b>1222</b>	<b>936</b>	<b>1886</b>	<b>1637</b>	<b>417</b>	<b>49</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8049</b>		
Percent	10.9%	12.6%	15.2%	11.6%	23.4%	20.3%	5.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 17 MPH  
 50th Percentile : 30 MPH  
 85th Percentile : 38 MPH  
 95th Percentile : 41 MPH

Stats  
 10 MPH Pace Speed : 31-40 MPH  
 Number in Pace : 3523  
 Percent in Pace : 43.8%  
 Number of Vehicles > 30 MPH : 3998  
 Percent of Vehicles > 30 MPH : 49.7%  
 Mean Speed(Average) : 28 MPH

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK/EE  
 WEather: Cool, sunny

Site Code: q4820  
 Station ID: SN:023255  
 N. Dunn St.  
 E. 18th St. to E. 19th St.  
 Latitude: 0' 0.000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/20/10	3	4	15	6	35	19	1	1	0	0	0	0	0	0	84	31-40	54
01:00	0	0	6	4	18	9	2	0	0	0	0	0	0	0	39	30-39	27
02:00	0	0	0	6	3	1	1	0	0	0	0	0	0	0	11	24-33	9
03:00	0	0	2	3	3	0	3	1	1	0	0	0	0	0	13	24-33	8
04:00	0	0	2	0	2	2	0	2	0	0	0	0	0	0	8	28-37	4
05:00	0	1	1	3	6	4	2	0	0	0	0	0	0	0	17	28-37	11
06:00	1	2	8	1	25	12	7	0	0	0	0	0	0	0	56	31-40	37
07:00	6	13	17	37	69	23	4	1	1	0	0	0	0	0	171	26-35	106
08:00	16	14	21	29	40	25	5	2	0	0	0	0	0	0	152	26-35	69
09:00	16	19	21	44	52	24	3	0	0	0	0	0	0	0	179	26-35	96
10:00	14	17	36	29	44	29	7	1	1	0	0	0	0	0	178	27-36	74
11:00	13	26	36	35	55	31	6	1	0	0	0	0	0	0	203	26-35	90
12 PM	18	39	55	61	79	32	3	1	0	0	0	0	0	0	288	26-35	140
13:00	17	21	42	20	86	37	9	0	0	0	0	0	0	0	232	31-40	123
14:00	18	25	66	45	70	32	6	1	0	0	0	0	0	0	263	26-35	115
15:00	19	29	59	43	88	41	5	0	0	0	0	0	0	0	284	27-36	132
16:00	20	33	76	43	80	45	9	0	0	0	0	0	0	0	306	28-37	125
17:00	16	33	75	60	97	37	7	0	0	0	0	0	0	0	325	26-35	157
18:00	23	25	54	45	94	43	3	0	0	0	0	0	0	0	287	26-35	139
19:00	11	22	29	42	109	27	2	0	0	0	0	0	0	0	242	26-35	151
20:00	7	21	35	44	77	37	4	1	0	0	0	0	0	0	226	26-35	121
21:00	5	7	21	30	76	29	7	0	1	0	0	0	0	0	176	26-35	106
22:00	1	10	14	19	54	30	5	1	0	0	0	0	0	0	134	31-40	84
23:00	5	6	11	19	37	19	7	0	0	0	0	0	0	0	104	27-36	57
<b>Total</b>	<b>229</b>	<b>367</b>	<b>702</b>	<b>668</b>	<b>1299</b>	<b>588</b>	<b>108</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3978</b>		
Percent	5.8%	9.2%	17.6%	16.8%	32.7%	14.8%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	10:00	09:00	07:00	11:00	06:00	04:00	03:00						11:00		
Vol.	16	26	36	44	69	31	7	2	1						203		
PM Peak	18:00	12:00	16:00	12:00	19:00	16:00	13:00	12:00	21:00						17:00		
Vol.	23	39	76	61	109	45	9	1	1						325		

For: IU Intersection Improvements  
 Counted By: PK/EE  
 WEather: Cool, sunny

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: q4820  
 Station ID: SN:023255  
 N. Dunn St.  
 E. 18th St. to E. 19th St.  
 Latitude: 0' 0.000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/21/10	3	2	8	8	31	21	3	2	0	0	0	0	0	0	78	31-40	52
01:00	3	5	6	6	21	12	2	0	1	0	0	0	0	0	56	30-39	33
02:00	0	0	1	4	10	8	1	0	0	0	0	0	0	0	24	29-38	18
03:00	0	0	2	0	2	0	1	0	1	0	0	0	0	0	6	13-22	2
04:00	0	1	2	2	2	1	1	0	0	0	0	0	0	0	9	23-32	6
05:00	0	0	0	2	5	7	1	0	0	0	0	0	0	0	15	29-38	12
06:00	0	1	2	5	14	22	6	0	0	0	0	0	0	0	50	31-40	36
07:00	13	9	5	57	43	25	2	2	1	0	0	0	0	0	157	26-35	100
08:00	14	19	7	18	53	30	9	3	0	0	0	0	0	0	153	31-40	83
09:00	14	28	40	32	44	18	7	1	0	0	0	0	0	0	184	25-34	76
10:00	15	23	29	26	46	35	4	1	0	0	0	0	0	0	179	31-40	81
11:00	12	22	28	27	59	46	8	1	0	0	0	0	0	0	203	31-40	105
12 PM	30	35	56	52	63	26	11	2	1	0	0	0	0	0	276	26-35	115
13:00	12	23	20	37	63	28	17	2	0	0	0	0	0	0	202	26-35	100
14:00	14	29	55	46	71	35	5	0	0	0	0	0	0	0	255	26-35	117
15:00	19	24	44	30	74	48	16	1	0	0	0	0	0	0	256	31-40	122
16:00	16	32	62	36	82	41	5	0	0	0	0	0	0	0	274	30-39	123
17:00	19	42	57	46	84	46	16	1	0	0	0	0	0	0	311	27-36	131
18:00	10	25	56	33	90	55	11	0	0	0	0	0	0	0	280	31-40	145
19:00	19	25	41	68	75	37	4	0	0	0	0	0	0	0	269	26-35	143
20:00	14	19	26	51	84	29	5	0	0	0	0	0	0	0	228	26-35	135
21:00	7	12	24	43	85	41	6	0	0	0	0	0	0	0	218	27-36	129
22:00	5	8	18	32	53	32	3	1	0	0	0	0	0	0	152	28-37	87
23:00	4	5	21	23	48	21	2	0	0	0	0	0	0	0	124	27-36	72
<b>Total</b>	<b>243</b>	<b>389</b>	<b>610</b>	<b>684</b>	<b>1202</b>	<b>664</b>	<b>146</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3959</b>		
Percent	6.1%	9.8%	15.4%	17.3%	30.4%	16.8%	3.7%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	09:00	07:00	11:00	11:00	08:00	08:00	01:00						11:00		
Vol.	15	28	40	57	59	46	9	3	1						203		
PM Peak	12:00	17:00	16:00	19:00	18:00	18:00	13:00	12:00	12:00						17:00		
Vol.	30	42	62	68	90	55	17	2	1						311		
Total	472	756	1312	1352	2501	1252	254	30	8	0	0	0	0	0	7937		
Percent	5.9%	9.5%	16.5%	17.0%	31.5%	15.8%	3.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 20 MPH  
 50th Percentile : 31 MPH  
 85th Percentile : 37 MPH  
 95th Percentile : 40 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 3853  
 Percent in Pace : 48.5%  
 Number of Vehicles > 30 MPH : 4045  
 Percent of Vehicles > 30 MPH : 51.0%  
 Mean Speed(Average) : 29 MPH



City of Bloomington  
Engineering Department  
401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: IU Intersection Improvements  
Counted By: PK/EE  
Weather: Cool, sunny

Site Code: q4820  
Station ID: SN:023255  
N. Dunn St.  
E. 18th St. to E. 19th St.  
Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/21/10	6	6	22	19	58	56	<b>18</b>	<b>4</b>	0	0	0	0	0	0	189	31-40	114
01:00	3	6	8	9	36	24	8	0	<b>2</b>	0	0	0	0	0	96	31-40	60
02:00	0	0	3	8	21	22	2	1	0	<b>1</b>	0	0	0	0	58	31-40	43
03:00	0	1	6	3	5	4	2	0	1	0	0	0	0	0	22	28-37	10
04:00	0	1	3	3	4	4	1	0	0	0	0	0	0	0	16	28-37	9
05:00	0	0	1	3	6	10	1	0	0	0	0	0	0	0	21	31-40	16
06:00	0	3	4	6	21	34	10	2	1	0	0	0	0	0	81	31-40	55
07:00	22	37	31	<b>65</b>	66	38	6	2	1	0	0	0	0	0	268	26-35	131
08:00	42	58	33	26	69	43	17	3	0	0	0	0	0	0	291	31-40	112
09:00	<b>62</b>	<b>82</b>	<b>85</b>	50	70	39	16	1	0	0	0	0	0	0	<b>405</b>	16-25	167
10:00	49	66	54	49	76	56	11	1	0	0	0	0	0	0	362	31-40	132
11:00	32	52	51	54	<b>80</b>	<b>79</b>	15	3	0	1	0	0	0	0	367	31-40	159
12 PM	<b>78</b>	<b>85</b>	102	81	108	58	20	2	<b>1</b>	0	0	0	0	0	535	26-35	189
13:00	42	46	58	62	121	65	<b>34</b>	<b>4</b>	0	0	0	0	0	0	432	29-38	186
14:00	44	63	93	77	115	78	17	1	0	0	0	0	0	0	488	29-38	195
15:00	60	48	71	64	141	89	34	2	0	0	0	0	0	0	509	31-40	230
16:00	66	79	<b>116</b>	94	190	<b>130</b>	18	3	0	0	0	0	0	0	696	31-40	320
17:00	67	82	115	<b>102</b>	<b>202</b>	121	30	1	0	0	0	0	0	0	<b>720</b>	31-40	323
18:00	34	46	91	69	157	125	23	0	0	0	0	0	0	0	545	31-40	282
19:00	38	44	74	98	150	103	14	0	0	0	0	0	0	0	521	29-38	253
20:00	23	38	61	84	174	96	13	2	0	0	0	0	0	0	491	31-40	270
21:00	19	25	48	66	138	102	24	3	0	0	0	0	0	0	425	31-40	240
22:00	10	17	41	48	99	80	18	1	0	0	0	0	0	0	314	31-40	179
23:00	9	17	37	42	91	57	11	3	0	0	0	0	0	0	267	31-40	148
<b>Total</b>	<b>706</b>	<b>902</b>	<b>1208</b>	<b>1182</b>	<b>2198</b>	<b>1513</b>	<b>363</b>	<b>39</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8119</b>		
Percent	8.7%	11.1%	14.9%	14.6%	27.1%	18.6%	4.5%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	07:00	11:00	11:00	00:00	00:00	01:00	02:00					09:00		
Vol.	62	82	85	65	80	79	18	4	2	1					405		
PM Peak	12:00	12:00	16:00	17:00	17:00	16:00	13:00	13:00	12:00						17:00		
Vol.	78	85	116	102	202	130	34	4	1						720		
<b>Total</b>	<b>1349</b>	<b>1772</b>	<b>2534</b>	<b>2288</b>	<b>4387</b>	<b>2889</b>	<b>671</b>	<b>79</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15986</b>		
Percent	8.4%	11.1%	15.9%	14.3%	27.4%	18.1%	4.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 18 MPH  
50th Percentile : 31 MPH  
85th Percentile : 38 MPH  
95th Percentile : 40 MPH

Stats  
10 MPH Pace Speed : 31-40 MPH  
Number in Pace : 7276  
Percent in Pace : 45.5%  
Number of Vehicles > 30 MPH : 8043  
Percent of Vehicles > 30 MPH : 50.3%  
Mean Speed(Average) : 28 MPH

For: IU Intersection Improvements  
 Counted By: PK/EE  
 WEather: Cool, sunny

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: q4820  
 Station ID: SN:023255  
 N. Dunn St.  
 E. 18th St. to E. 19th St.  
 Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/20/10	0	158	14	1	3	0	0	0	0	0	0	0	0	4	180
01:00	0	95	7	0	0	0	0	0	0	0	0	0	0	0	102
02:00	1	30	3	0	0	0	0	0	0	0	0	0	0	0	34
03:00	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
04:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
05:00	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
06:00	1	64	15	1	7	0	0	2	0	0	0	0	0	1	91
07:00	3	200	36	9	11	2	0	1	0	0	0	0	0	14	276
08:00	1	229	31	19	8	2	1	0	0	0	0	0	0	17	308
09:00	5	263	41	31	8	3	1	2	0	0	0	0	0	30	384
10:00	1	245	38	33	9	2	0	2	0	0	0	0	0	24	354
11:00	3	253	65	26	11	1	0	0	0	0	0	0	0	26	385
12 PM	5	387	64	32	16	1	0	0	0	0	0	0	0	37	542
13:00	3	311	62	23	16	2	0	1	0	0	0	0	0	27	445
14:00	3	330	66	25	12	2	0	1	0	0	0	0	0	34	473
15:00	1	367	66	30	14	0	0	1	0	0	0	0	0	30	509
16:00	3	480	92	32	13	1	0	2	0	0	0	0	0	29	652
17:00	3	516	75	28	15	0	0	0	0	0	0	0	0	33	670
18:00	5	398	48	18	9	3	0	0	0	0	0	0	0	36	517
19:00	5	390	32	15	5	0	0	0	0	0	0	0	0	22	469
20:00	1	410	38	15	4	0	0	1	0	0	0	0	0	13	482
21:00	1	315	26	7	7	0	0	0	0	0	0	0	0	9	365
22:00	1	276	30	4	2	0	0	0	0	0	0	0	0	6	319
23:00	1	201	21	3	1	2	0	0	0	0	0	0	0	9	238
Total	47	5979	880	352	172	21	2	13	0	0	0	0	0	401	7867
Percent	0.6%	76.0%	11.2%	4.5%	2.2%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	
AM Peak	09:00	09:00	11:00	10:00	07:00	09:00	08:00	06:00						09:00	11:00
Vol.	5	263	65	33	11	3	1	2						30	385
PM Peak	12:00	17:00	16:00	12:00	12:00	18:00		16:00						12:00	17:00
Vol.	5	516	92	32	16	3		2						37	670



City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: HPMS  
 Counted By: Paul  
 Weather: Sunny, warm

Site Code: q4819  
 Station ID:  
 N. Dunn St.  
 Bet. E. 17th St. and E. 18th St.  
 Latitude: 0' 0.000 Undefined

Start Time	21-Apr-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	129	80	107	80	*	*	*	*	*	*	*	*	118	80
01:00	*	*	66	55	61	55	*	*	*	*	*	*	*	*	64	55
02:00	*	*	39	29	45	37	*	*	*	*	*	*	*	*	42	33
03:00	*	*	18	7	34	17	*	*	*	*	*	*	*	*	26	12
04:00	*	*	9	9	14	10	*	*	*	*	*	*	*	*	12	10
05:00	*	*	8	27	12	26	*	*	*	*	*	*	*	*	10	26
06:00	*	*	24	61	27	74	*	*	*	*	*	*	*	*	26	68
07:00	*	*	118	168	105	146	*	*	*	*	*	*	*	*	112	157
08:00	*	*	160	189	141	192	*	*	*	*	*	*	*	*	150	190
09:00	*	*	217	224	<b>248</b>	234	*	*	*	*	*	*	*	*	<b>232</b>	229
10:00	*	*	218	197	243	198	*	*	*	*	*	*	*	*	230	198
11:00	*	*	<b>239</b>	<b>254</b>	224	<b>260</b>	*	*	*	*	*	*	*	*	232	<b>257</b>
12:00 PM	*	*	290	312	283	316	*	*	*	*	*	*	*	*	286	314
01:00	*	*	244	251	260	279	*	*	*	*	*	*	*	*	252	265
02:00	*	*	298	339	281	286	*	*	*	*	*	*	*	*	290	312
03:00	*	*	291	288	322	332	*	*	*	*	*	*	*	*	306	310
04:00	*	*	367	294	353	308	*	*	*	*	*	*	*	*	360	301
05:00	*	*	<b>466</b>	<b>340</b>	<b>428</b>	<b>374</b>	*	*	*	*	*	*	*	*	<b>447</b>	<b>357</b>
06:00	*	*	277	326	300	321	*	*	*	*	*	*	*	*	288	324
07:00	*	*	229	326	283	275	*	*	*	*	*	*	*	*	256	300
08:00	*	*	261	256	256	260	*	*	*	*	*	*	*	*	258	258
09:00	*	*	334	247	233	206	*	*	*	*	*	*	*	*	284	226
10:00	*	*	201	132	202	165	*	*	*	*	*	*	*	*	202	148
11:00	*	*	155	118	165	131	*	*	*	*	*	*	*	*	160	124
Lane Day	0	0	4658	4529	4627	4582	0	0	0	0	0	0	0	0	4643	4554
	0		9187		9209		0		0		0		0		9197	
AM Peak Vol.			11:00	11:00	09:00	11:00									09:00	11:00
			239	254	248	260									232	257
PM Peak Vol.			17:00	17:00	17:00	17:00									17:00	17:00
			466	340	428	374									447	357

Comb. Total	0	9187	9209	0	0	0	0	9197
ADT	ADT 9,198	AADT 9,198						

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK/EE  
 Weather: Cool, sunny

Site Code:  
 Station ID: SN:023256  
 Memorial Stadium Entrance Gate 8  
 East of N. Dunn St.  
 Latitude: 0' 0.000 Undefined

Start Time	18-Oct-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastbou	Westbou												
12:00 AM	*	*	*	*	8	11	12	9	*	*	*	*	*	*	10	10
01:00	*	*	*	*	0	0	4	10	*	*	*	*	*	*	2	5
02:00	*	*	*	*	5	2	0	0	*	*	*	*	*	*	2	1
03:00	*	*	*	*	2	0	2	0	*	*	*	*	*	*	2	0
04:00	*	*	*	*	2	0	2	0	*	*	*	*	*	*	2	0
05:00	*	*	*	*	27	2	12	1	*	*	*	*	*	*	20	2
06:00	*	*	*	*	55	4	35	6	*	*	*	*	*	*	45	5
07:00	*	*	*	*	206	43	258	48	*	*	*	*	*	*	232	46
08:00	*	*	*	*	342	60	266	51	*	*	*	*	*	*	304	56
09:00	*	*	*	*	343	88	400	111	*	*	*	*	*	*	372	100
10:00	*	*	*	*	264	119	268	122	*	*	*	*	*	*	266	120
11:00	*	*	*	*	188	128	122	107	*	*	*	*	*	*	155	118
12:00 PM	*	*	*	*	240	148	268	162	*	*	*	*	*	*	254	155
01:00	*	*	*	*	156	104	156	86	*	*	*	*	*	*	156	95
02:00	*	*	*	*	178	157	181	195	*	*	*	*	*	*	180	176
03:00	*	*	*	*	158	190	112	162	*	*	*	*	*	*	135	176
04:00	*	*	*	*	92	177	98	192	*	*	*	*	*	*	95	184
05:00	*	*	*	*	90	178	76	214	*	*	*	*	*	*	83	196
06:00	*	*	*	*	68	118	80	135	*	*	*	*	*	*	74	126
07:00	*	*	*	*	62	89	62	100	*	*	*	*	*	*	62	94
08:00	*	*	*	*	48	86	53	77	*	*	*	*	*	*	50	82
09:00	*	*	*	*	37	54	44	66	*	*	*	*	*	*	40	60
10:00	*	*	*	*	31	32	32	26	*	*	*	*	*	*	32	29
11:00	*	*	*	*	9	20	20	16	*	*	*	*	*	*	14	18
Lane	0	0	0	0	2611	1810	2563	1896	0	0	0	0	0	0	2587	1854
Day	0	0	0	0	4421	4421	4459	4459	0	0	0	0	0	0	4441	4441
AM Peak					09:00	11:00	09:00	10:00							09:00	10:00
Vol.					343	128	400	122							372	120
PM Peak					12:00	15:00	12:00	17:00							12:00	17:00
Vol.					240	190	268	214							254	196

Comb. Total	0	0	4421	4459	0	0	0	4441
ADT	ADT 4,440	AADT 4,440						

For: IU Intersection Improvements  
 Counted By: PK/EE  
 Weather: Cool, sunny

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: q4852  
 Station ID: SN:023257  
 E. 19th St.  
 N. Grant St. to N. Dunn St.  
 Latitude: 0' 0.000 Undefined

Start Time	18-Oct-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastbou	Westbou												
12:00 AM	*	*	*	*	17	51	10	28	*	*	*	*	*	*	14	40
01:00	*	*	*	*	6	38	8	6	*	*	*	*	*	*	7	22
02:00	*	*	*	*	2	10	2	8	*	*	*	*	*	*	2	9
03:00	*	*	*	*	2	14	2	14	*	*	*	*	*	*	2	14
04:00	*	*	*	*	2	4	2	2	*	*	*	*	*	*	2	3
05:00	*	*	*	*	4	3	1	2	*	*	*	*	*	*	2	2
06:00	*	*	*	*	8	4	4	2	*	*	*	*	*	*	6	3
07:00	*	*	*	*	10	24	4	31	*	*	*	*	*	*	7	28
08:00	*	*	*	*	10	45	16	22	*	*	*	*	*	*	13	34
09:00	*	*	*	*	12	30	13	37	*	*	*	*	*	*	12	34
10:00	*	*	*	*	12	44	22	42	*	*	*	*	*	*	17	43
11:00	*	*	*	*	14	57	14	44	*	*	*	*	*	*	14	50
12:00 PM	*	*	*	*	15	68	24	92	*	*	*	*	*	*	20	80
01:00	*	*	*	*	24	54	18	57	*	*	*	*	*	*	21	56
02:00	*	*	*	*	20	74	28	60	*	*	*	*	*	*	24	67
03:00	*	*	*	*	20	79	18	58	*	*	*	*	*	*	19	68
04:00	*	*	*	*	26	126	27	166	*	*	*	*	*	*	26	146
05:00	*	*	*	*	28	126	27	146	*	*	*	*	*	*	28	136
06:00	*	*	*	*	24	66	24	81	*	*	*	*	*	*	24	74
07:00	*	*	*	*	23	118	20	108	*	*	*	*	*	*	22	113
08:00	*	*	*	*	22	90	24	88	*	*	*	*	*	*	23	89
09:00	*	*	*	*	16	77	20	86	*	*	*	*	*	*	18	82
10:00	*	*	*	*	16	86	12	69	*	*	*	*	*	*	14	78
11:00	*	*	*	*	8	49	12	46	*	*	*	*	*	*	10	48
Lane Day	0	0	0	0	341	1337	352	1295	0	0	0	0	0	0	347	1319
					1678		1647								1666	
AM Peak					00:00	11:00	10:00	11:00							10:00	11:00
Vol.					17	57	22	44							17	50
PM Peak					17:00	16:00	14:00	16:00							17:00	16:00
Vol.					28	126	28	166							28	146

Comb. Total                    0                    0                    1678                    1647                    0                    0                    0                    1666

ADT                    ADT 1,662                    AADT 1,662

City of Bloomington  
Engineering Department  
401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: IU Intersection Improvements  
Counted By: PK/EE

File Name : E. 19th St. and N. Dunn St. 10 AM- 2 PM  
Site Code : 00000000  
Start Date : 11/4/2010  
Page No : 1

**Groups Printed- Cars - Trucks and Buses - Bicycles**

Start Time	N. Dunn St. From North					Stadium Entrance Gate 8 From East					N. Dunn St. From South					E. 19th St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
10:00 AM	0	9	1	5	15	2	1	0	1	4	3	7	1	3	14	1	0	0	0	1	34
10:05 AM	0	5	1	6	12	6	0	7	1	14	6	6	1	1	14	0	0	0	1	1	41
10:10 AM	1	11	3	1	16	0	0	1	0	1	2	4	0	2	8	0	0	0	0	0	25
10:15 AM	0	12	7	4	23	0	0	3	1	4	3	5	0	0	8	0	0	0	0	0	35
10:20 AM	0	13	6	2	21	3	2	1	5	11	5	7	1	0	13	1	0	0	0	1	46
10:25 AM	0	5	6	3	14	1	0	2	3	6	8	12	2	2	24	2	2	0	0	4	48
10:30 AM	0	12	4	7	23	3	1	4	2	10	4	9	1	3	17	1	1	1	0	3	53
10:35 AM	0	7	11	9	27	1	0	2	7	10	14	5	1	3	23	1	0	1	1	3	63
10:40 AM	2	13	15	9	39	0	1	3	15	19	16	7	0	3	26	0	0	0	0	0	84
10:45 AM	1	11	18	16	46	0	1	5	11	17	13	7	0	7	27	5	1	1	1	8	98
10:50 AM	0	14	8	23	45	4	4	4	26	38	11	9	0	8	28	1	0	0	0	1	112
10:55 AM	2	25	16	45	88	3	2	6	7	18	14	12	4	4	34	1	1	2	2	6	146
Total	6	137	96	130	369	23	12	38	79	152	99	90	11	36	236	13	5	5	5	28	785
11:00 AM	0	19	9	33	61	7	5	8	5	25	6	7	3	6	22	3	0	0	2	5	113
11:05 AM	1	13	1	3	18	4	2	8	4	18	6	9	0	5	20	2	1	1	2	6	62
11:10 AM	0	13	2	6	21	1	0	1	2	4	3	11	5	2	21	1	1	0	1	3	49
11:15 AM	0	9	1	8	18	2	3	4	3	12	4	11	2	4	21	1	0	0	0	1	52
11:20 AM	0	17	1	4	22	2	0	4	3	9	4	9	1	4	18	3	1	0	0	4	53
11:25 AM	0	11	4	3	18	1	0	2	3	6	3	11	2	0	16	2	0	0	0	2	42
11:30 AM	0	8	1	8	17	2	0	3	0	5	3	7	0	2	12	0	0	0	1	1	35
11:35 AM	2	8	0	3	13	1	0	2	2	5	1	13	0	1	15	0	0	0	0	0	33
11:40 AM	0	10	2	7	19	3	0	2	2	7	4	9	2	1	16	1	1	0	0	2	44

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK/EE

File Name : E. 19th St. and N. Dunn St. 10 AM- 2 PM  
 Site Code : 00000000  
 Start Date : 11/4/2010  
 Page No : 2

**Groups Printed- Cars - Trucks and Buses - Bicycles**

Start Time	N. Dunn St. From North					Stadium Entrance Gate 8 From East					N. Dunn St. From South					E. 19th St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:45 AM	1	7	1	2	11	3	0	4	1	8	6	9	3	1	19	1	0	1	0	2	40
11:50 AM	1	8	2	4	15	0	1	1	0	2	0	15	1	2	18	1	0	0	0	1	36
11:55 AM	1	15	1	5	22	0	1	2	0	3	4	14	4	0	22	1	1	0	0	2	49
Total	6	138	25	86	255	26	12	41	25	104	44	125	23	28	220	16	5	2	6	29	608
12:00 PM	1	10	4	5	20	5	0	6	5	16	4	12	1	6	23	1	0	0	1	2	61
12:05 PM	0	11	9	11	31	1	0	3	1	5	6	14	1	4	25	2	1	0	1	4	65
12:10 PM	1	9	8	15	33	7	1	7	1	16	4	15	3	7	29	1	0	1	3	5	83
12:15 PM	0	13	4	26	43	5	2	3	3	13	9	11	3	5	28	1	0	0	1	2	86
12:20 PM	0	10	8	20	38	9	1	4	0	14	9	8	6	4	27	2	1	0	0	3	82
12:25 PM	0	18	7	26	51	2	2	1	17	22	13	8	2	5	28	5	1	1	0	7	108
12:30 PM	1	15	13	48	77	2	0	3	14	19	10	5	1	6	22	0	2	0	1	3	121
12:35 PM	1	15	12	52	80	9	1	9	22	41	7	9	2	12	30	2	3	0	1	6	157
12:40 PM	1	12	12	40	65	5	2	3	34	44	14	10	4	26	54	0	3	1	2	6	169
12:45 PM	1	23	6	84	114	6	2	8	24	40	7	9	7	3	26	4	0	1	5	10	190
12:50 PM	0	11	4	10	25	11	8	11	7	37	1	14	1	3	19	0	1	2	0	3	84
12:55 PM	0	12	6	19	37	2	0	6	1	9	3	12	2	6	23	3	1	0	0	4	73
Total	6	159	93	356	614	64	19	64	129	276	87	127	33	87	334	21	13	6	15	55	1279
01:00 PM	0	13	2	37	52	4	4	6	25	39	5	8	1	7	21	2	1	1	0	4	116
01:05 PM	1	15	6	10	32	3	4	7	4	18	7	12	2	0	21	4	1	0	1	6	77
01:10 PM	0	13	1	15	29	3	1	1	2	7	5	11	1	2	19	2	2	0	1	5	60
01:15 PM	1	12	0	13	26	7	0	2	9	18	3	15	2	2	22	1	0	1	2	4	70
01:20 PM	4	10	5	31	50	3	0	0	10	13	3	13	1	6	23	1	0	0	1	2	88
01:25 PM	0	21	4	6	31	2	1	4	5	12	2	9	1	1	13	3	1	0	0	4	60

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK/EE

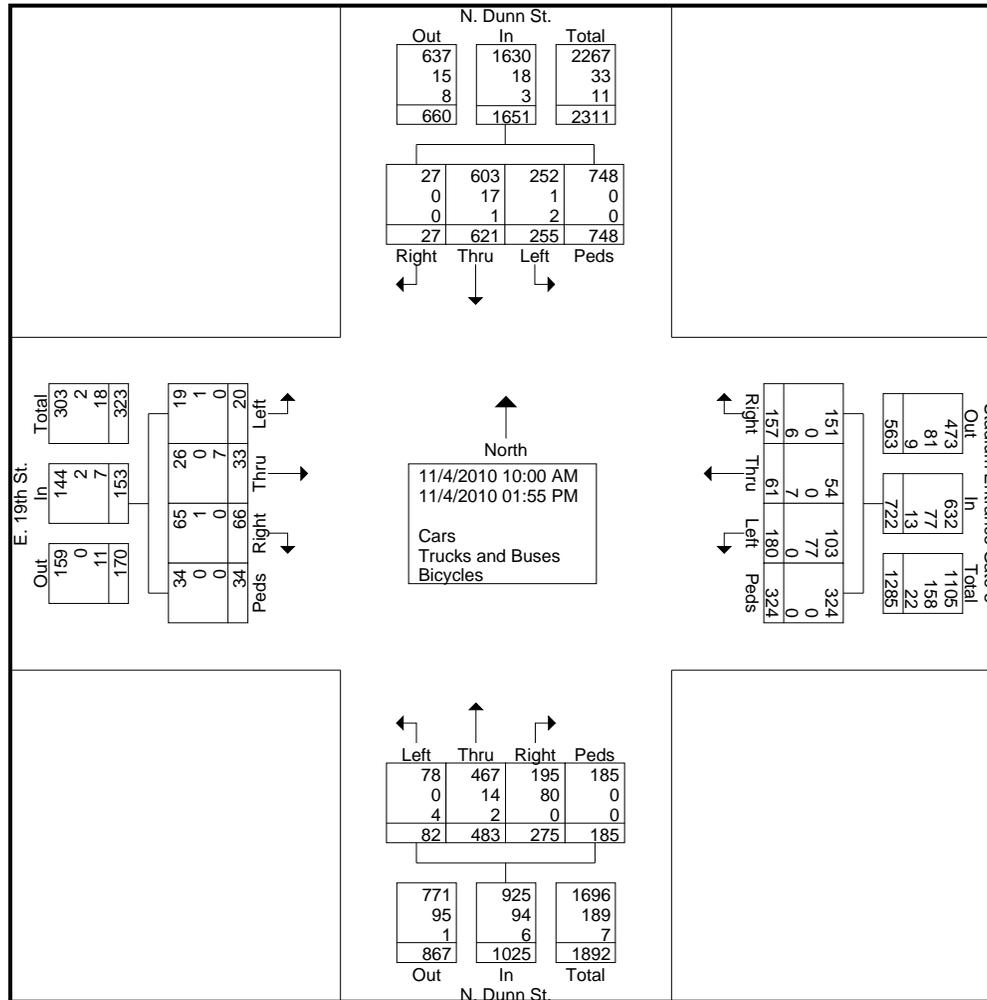
File Name : E. 19th St. and N. Dunn St. 10 AM- 2 PM  
 Site Code : 00000000  
 Start Date : 11/4/2010  
 Page No : 3

**Groups Printed- Cars - Trucks and Buses - Bicycles**

Start Time	N. Dunn St. From North					Stadium Entrance Gate 8 From East					N. Dunn St. From South					E. 19th St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
01:30 PM	1	10	3	10	24	6	1	0	4	11	2	12	2	3	19	0	0	2	3	5	59
01:35 PM	0	20	3	3	26	3	4	6	1	14	2	14	1	1	18	0	0	0	0	0	58
01:40 PM	0	20	4	18	42	5	0	0	14	19	7	12	1	4	24	1	1	0	0	2	87
01:45 PM	1	20	5	9	35	1	2	1	4	8	2	12	1	3	18	1	2	2	0	5	66
01:50 PM	0	12	3	16	31	3	0	5	11	19	3	13	1	2	19	0	1	0	0	1	70
01:55 PM	1	21	5	8	35	4	1	5	2	12	4	10	1	3	18	1	1	1	0	3	68
Total	9	187	41	176	413	44	18	37	91	190	45	141	15	34	235	16	10	7	8	41	879
Grand Total	27	621	255	748	1651	157	61	180	324	722	275	483	82	185	1025	66	33	20	34	153	3551
Apprch %	1.6	37.6	15.4	45.3		21.7	8.4	24.9	44.9		26.8	47.1	8	18		43.1	21.6	13.1	22.2		
Total %	0.8	17.5	7.2	21.1	46.5	4.4	1.7	5.1	9.1	20.3	7.7	13.6	2.3	5.2	28.9	1.9	0.9	0.6	1	4.3	
Cars	27	603	252	748	1630	151	54	103	324	632	195	467	78	185	925	65	26	19	34	144	3331
% Cars	100	97.1	98.8	100	98.7	96.2	88.5	57.2	100	87.5	70.9	96.7	95.1	100	90.2	98.5	78.8	95	100	94.1	93.8
Trucks and Buses	0	17	1	0	18	0	0	77	0	77	80	14	0	0	94	1	0	1	0	2	191
% Trucks and Buses	0	2.7	0.4	0	1.1	0	0	42.8	0	10.7	29.1	2.9	0	0	9.2	1.5	0	5	0	1.3	5.4
Bicycles	0	1	2	0	3	6	7	0	0	13	0	2	4	0	6	0	7	0	0	7	29
% Bicycles	0	0.2	0.8	0	0.2	3.8	11.5	0	0	1.8	0	0.4	4.9	0	0.6	0	21.2	0	0	4.6	0.8

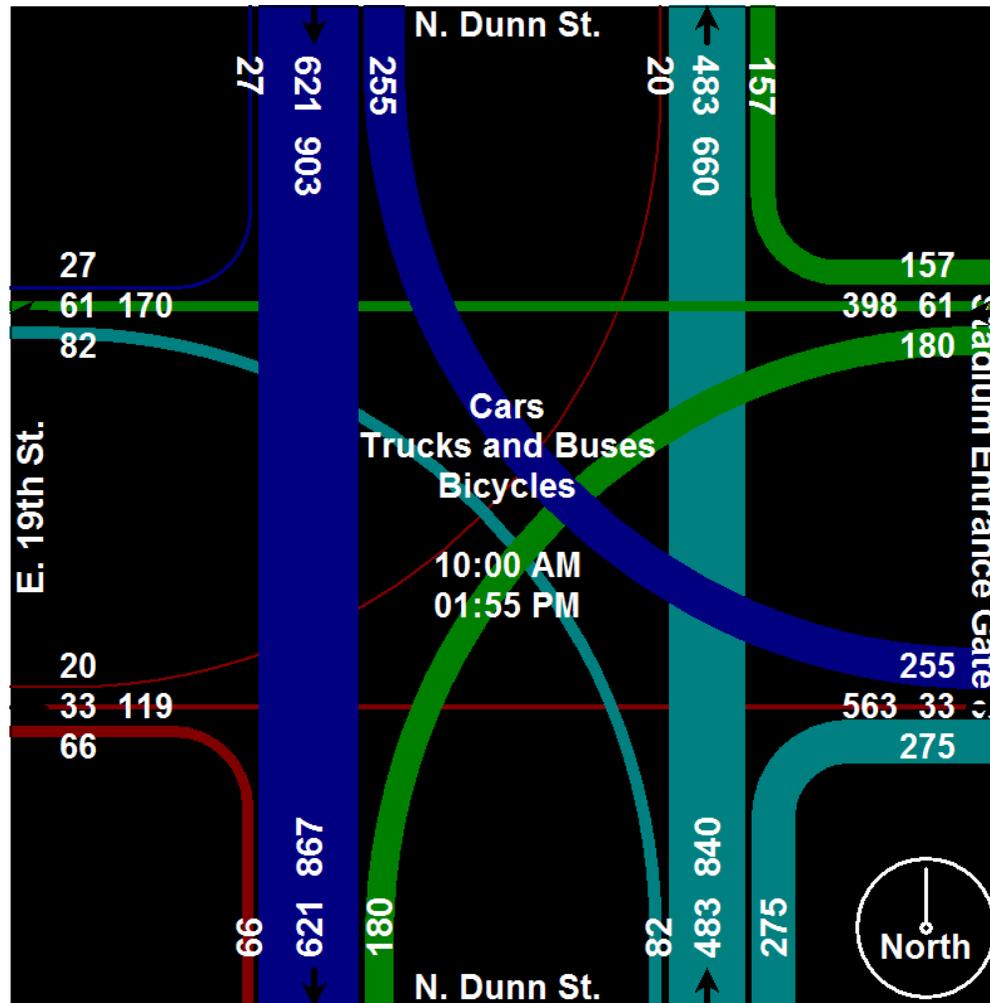
For: IU Intersection Improvements  
 Counted By: PK/EE

File Name : E. 19th St. and N. Dunn St. 10 AM- 2 PM  
 Site Code : 00000000  
 Start Date : 11/4/2010  
 Page No : 4



For: IU Intersection Improvements  
 Counted By: PK/EE

File Name : E. 19th St. and N. Dunn St. 10 AM- 2 PM  
 Site Code : 00000000  
 Start Date : 11/4/2010  
 Page No : 5



City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK  
 Weather: Cool, clear

File Name : E. 19th St. and N. Dunn St. 7-9 AM  
 Site Code : 00000000  
 Start Date : 10/20/2010  
 Page No : 1

**Groups Printed- Cars - Trucks and Buses - Bicycles**

Start Time	N. Dunn St. From North					Stadium Entrance 8 From East					N. Dunn St. From South					E. 19th St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	4	2	0	7	1	0	0	0	1	2	2	0	0	4	1	0	0	0	1	13
07:05 AM	0	3	3	1	7	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	11
07:10 AM	0	5	4	0	9	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	14
07:15 AM	0	4	3	3	10	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	17
07:20 AM	0	6	4	2	12	0	0	0	0	0	3	6	1	0	10	0	0	0	0	0	22
07:25 AM	0	9	3	5	17	0	0	0	2	2	4	1	0	0	5	0	2	0	0	2	26
07:30 AM	0	11	10	5	26	0	0	2	2	4	2	3	1	4	10	0	2	0	2	4	44
07:35 AM	0	11	13	11	35	2	0	4	7	13	9	7	3	2	21	1	1	0	0	2	71
07:40 AM	2	15	11	30	58	0	0	1	21	22	7	1	0	1	9	1	2	0	1	4	93
07:45 AM	1	19	11	28	59	0	2	1	24	27	9	3	0	6	18	2	0	2	1	5	109
07:50 AM	0	21	8	7	36	0	0	3	3	6	7	5	1	3	16	1	0	0	2	3	61
07:55 AM	0	18	8	5	31	0	0	1	6	7	1	8	0	1	10	4	0	0	0	4	52
<b>Total</b>	<b>4</b>	<b>126</b>	<b>80</b>	<b>97</b>	<b>307</b>	<b>3</b>	<b>2</b>	<b>12</b>	<b>65</b>	<b>82</b>	<b>49</b>	<b>47</b>	<b>6</b>	<b>17</b>	<b>119</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>25</b>	<b>533</b>
08:00 AM	0	18	4	3	25	0	1	2	4	7	3	6	1	2	12	0	0	2	0	2	46
08:05 AM	0	10	5	2	17	0	0	1	3	4	0	3	3	0	6	1	1	0	0	2	29
08:10 AM	1	11	3	3	18	2	0	1	0	3	1	3	2	2	8	0	0	1	1	2	31
08:15 AM	0	9	6	7	22	1	0	1	3	5	4	3	0	3	10	2	0	1	0	3	40
08:20 AM	0	3	3	2	8	0	0	1	2	3	4	4	1	3	12	1	0	0	0	1	24
08:25 AM	0	9	3	7	19	0	0	0	4	4	2	3	2	2	9	1	1	1	1	4	36
08:30 AM	0	11	9	12	32	0	0	2	5	7	8	3	0	1	12	1	1	1	0	3	54
08:35 AM	1	13	17	11	42	0	1	1	11	13	13	4	4	3	24	0	1	2	1	4	83
08:40 AM	0	8	18	37	63	0	0	3	14	17	12	5	1	5	23	0	1	0	5	6	109

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK  
 Weather: Cool, clear

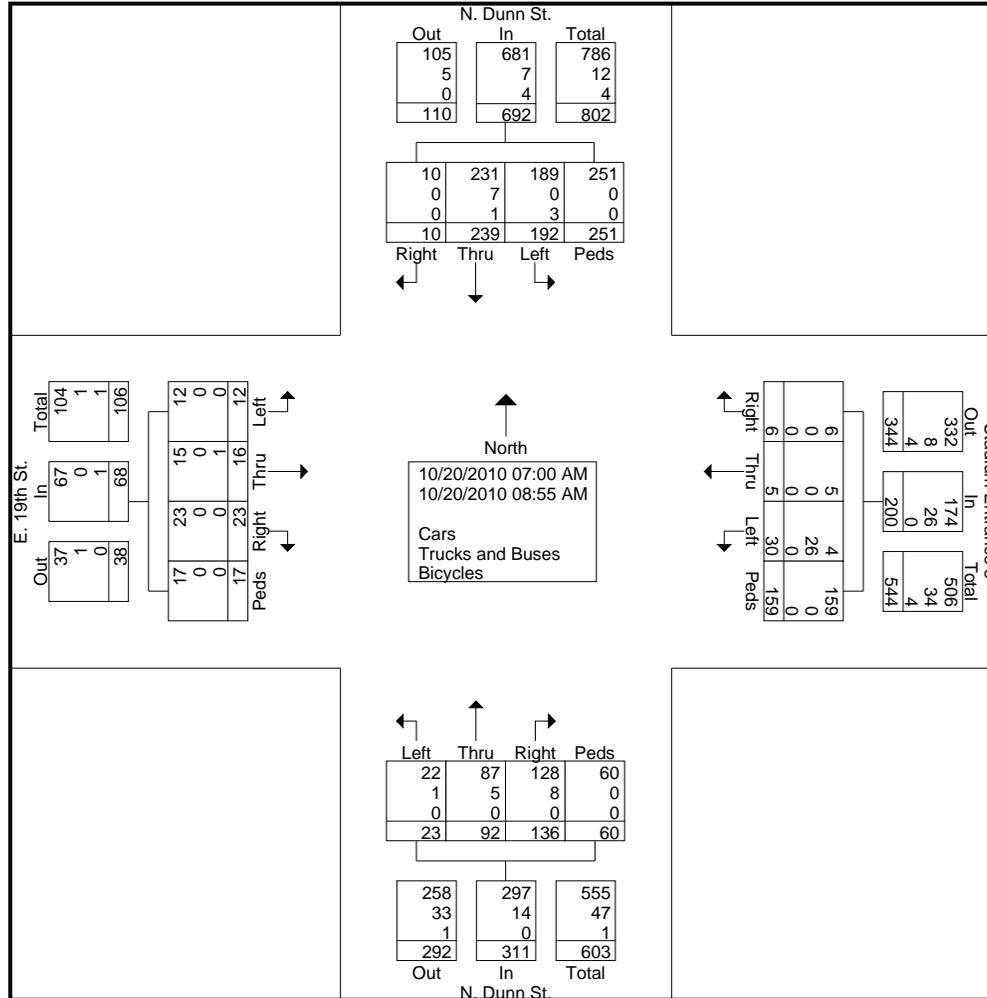
File Name : E. 19th St. and N. Dunn St. 7-9 AM  
 Site Code : 00000000  
 Start Date : 10/20/2010  
 Page No : 2

**Groups Printed- Cars - Trucks and Buses - Bicycles**

Start Time	N. Dunn St. From North					Stadium Entrance 8 From East					N. Dunn St. From South					E. 19th St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
08:45 AM	1	7	19	23	50	0	0	2	18	20	14	3	0	6	23	0	1	0	1	2	95
08:50 AM	2	8	13	32	55	0	1	2	18	21	14	2	1	9	26	3	3	1	1	8	110
08:55 AM	1	6	12	15	34	0	0	2	12	14	12	6	2	7	27	4	0	1	1	6	81
Total	6	113	112	154	385	3	3	18	94	118	87	45	17	43	192	13	9	10	11	43	738
Grand Total	10	239	192	251	692	6	5	30	159	200	136	92	23	60	311	23	16	12	17	68	1271
Apprch %	1.4	34.5	27.7	36.3		3	2.5	15	79.5		43.7	29.6	7.4	19.3		33.8	23.5	17.6	25		
Total %	0.8	18.8	15.1	19.7	54.4	0.5	0.4	2.4	12.5	15.7	10.7	7.2	1.8	4.7	24.5	1.8	1.3	0.9	1.3	5.4	
Cars	10	231	189	251	681	6	5	4	159	174	128	87	22	60	297	23	15	12	17	67	1219
% Cars	100	96.7	98.4	100	98.4	100	100	13.3	100	87	94.1	94.6	95.7	100	95.5	100	93.8	100	100	98.5	95.9
Trucks and Buses	0	7	0	0	7	0	0	26	0	26	8	5	1	0	14	0	0	0	0	0	47
% Trucks and Buses	0	2.9	0	0	1	0	0	86.7	0	13	5.9	5.4	4.3	0	4.5	0	0	0	0	0	3.7
Bicycles	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
% Bicycles	0	0.4	1.6	0	0.6	0	0	0	0	0	0	0	0	0	0	0	6.2	0	0	1.5	0.4

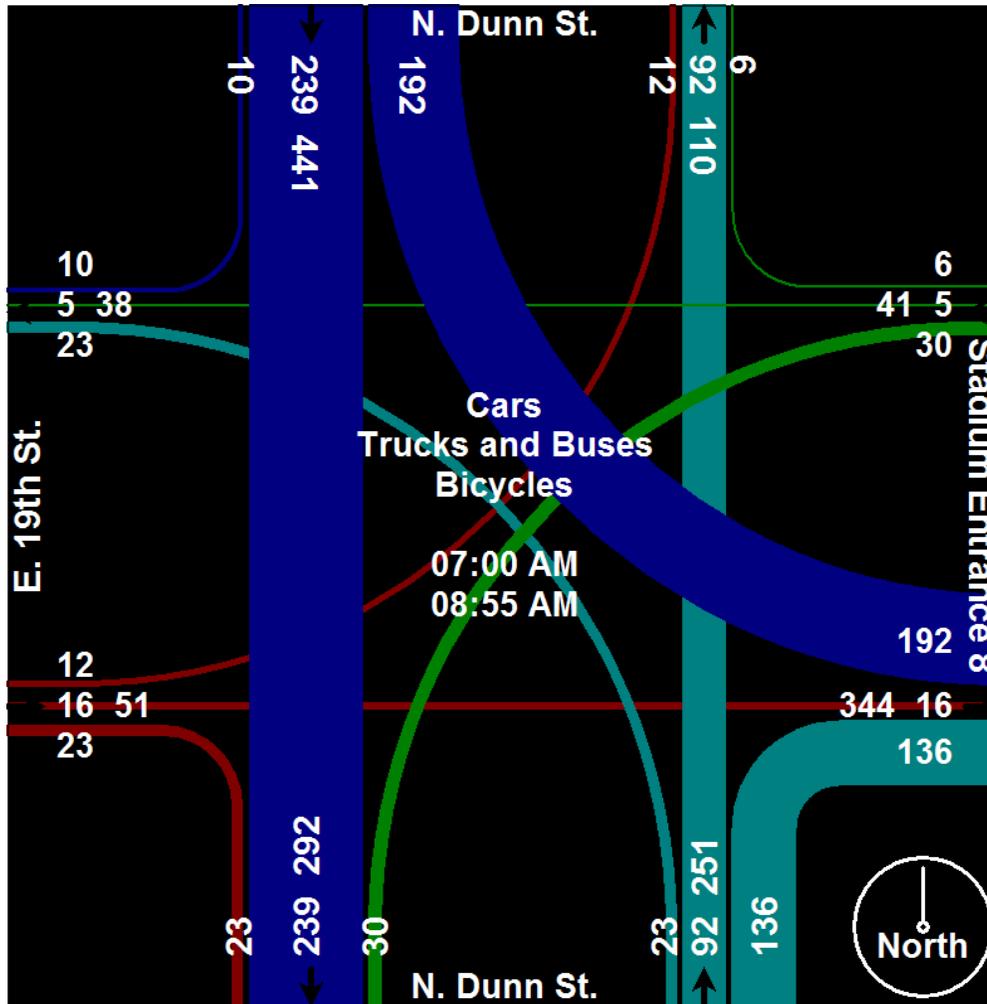
For: IU Intersection Improvements  
 Counted By: PK  
 Weather: Cool, clear

File Name : E. 19th St. and N. Dunn St. 7-9 AM  
 Site Code : 00000000  
 Start Date : 10/20/2010  
 Page No : 3



For: IU Intersection Improvements  
Counted By: PK  
Weather: Cool, clear

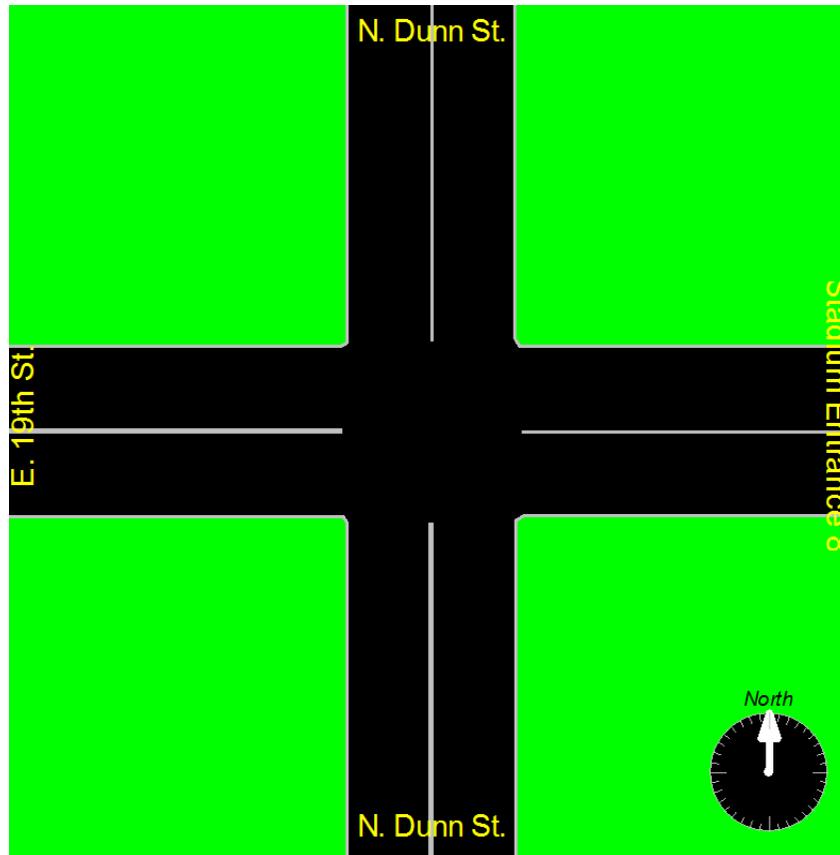
File Name : E. 19th St. and N. Dunn St. 7-9 AM  
Site Code : 00000000  
Start Date : 10/20/2010  
Page No : 4



City of Bloomington  
Engineering Department  
401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: IU Intersection Improvements  
Counted By: PK  
Weather: Cool, clear

File Name : E. 19th St. and N. Dunn St. 7-9 AM  
Site Code : 00000000  
Start Date : 10/20/2010  
Page No : 5



City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK  
 Weather: Warm, sunny

File Name : E. 19th St. and N. Dunn St. 4-6 PM  
 Site Code : 00000000  
 Start Date : 10/20/2010  
 Page No : 1

**Groups Printed- Cars - Trucks and Buses - Bicycles**

Start Time	N. Dunn St. From North					Stadium Entrance 8 From East					N. Dunn St. From South					E. 19th St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	12	2	32	47	8	2	5	1	16	2	17	10	11	40	3	1	1	2	7	110
04:05 PM	0	11	3	46	60	10	3	8	0	21	4	14	9	16	43	4	0	3	5	12	136
04:10 PM	1	21	0	4	26	4	4	8	3	19	6	21	7	0	34	2	0	1	1	4	83
04:15 PM	0	24	3	32	59	9	5	12	2	28	4	13	8	8	33	0	0	0	2	2	122
04:20 PM	1	14	2	16	33	12	2	10	3	27	2	25	4	4	35	1	1	1	1	4	99
04:25 PM	0	13	2	3	18	3	2	5	1	11	3	19	4	1	27	2	0	0	0	2	58
04:30 PM	2	23	0	13	38	6	1	10	1	18	1	23	3	2	29	0	0	0	2	2	87
04:35 PM	2	13	1	28	44	1	3	4	4	12	2	26	6	9	43	1	0	1	2	4	103
04:40 PM	3	13	1	19	36	10	5	5	6	26	1	34	6	8	49	2	0	0	1	3	114
04:45 PM	2	14	1	24	41	2	5	7	1	15	2	25	2	2	31	1	0	3	2	6	93
04:50 PM	2	13	2	3	20	8	2	6	0	16	2	23	1	2	28	4	4	0	1	9	73
04:55 PM	3	19	3	19	44	7	7	5	2	21	0	20	2	1	23	0	0	1	4	5	93
<b>Total</b>	<b>17</b>	<b>190</b>	<b>20</b>	<b>239</b>	<b>466</b>	<b>80</b>	<b>41</b>	<b>85</b>	<b>24</b>	<b>230</b>	<b>29</b>	<b>260</b>	<b>62</b>	<b>64</b>	<b>415</b>	<b>20</b>	<b>6</b>	<b>11</b>	<b>23</b>	<b>60</b>	<b>1171</b>
05:00 PM	0	17	1	18	36	0	2	11	5	18	2	14	4	4	24	4	0	1	0	5	83
05:05 PM	0	21	1	10	32	7	3	8	0	18	2	23	3	2	30	3	0	0	0	3	83
05:10 PM	0	12	1	20	33	8	1	4	1	14	3	19	6	1	29	2	0	1	4	7	83
05:15 PM	6	15	3	20	44	3	3	7	2	15	4	24	8	23	59	2	1	0	0	3	121
05:20 PM	0	19	0	19	38	4	3	3	3	13	3	33	7	1	44	6	0	0	3	9	104
05:25 PM	0	18	1	23	42	7	4	7	2	20	1	28	4	14	47	3	0	0	3	6	115
05:30 PM	2	22	1	66	91	4	3	11	1	19	4	21	3	18	46	3	1	1	3	8	164
05:35 PM	0	19	0	24	43	9	6	7	0	22	1	14	5	17	37	3	0	0	2	5	107
05:40 PM	0	12	1	16	29	6	1	10	2	19	3	24	7	0	34	4	1	0	1	6	88

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

For: IU Intersection Improvements  
 Counted By: PK  
 Weather: Warm, sunny

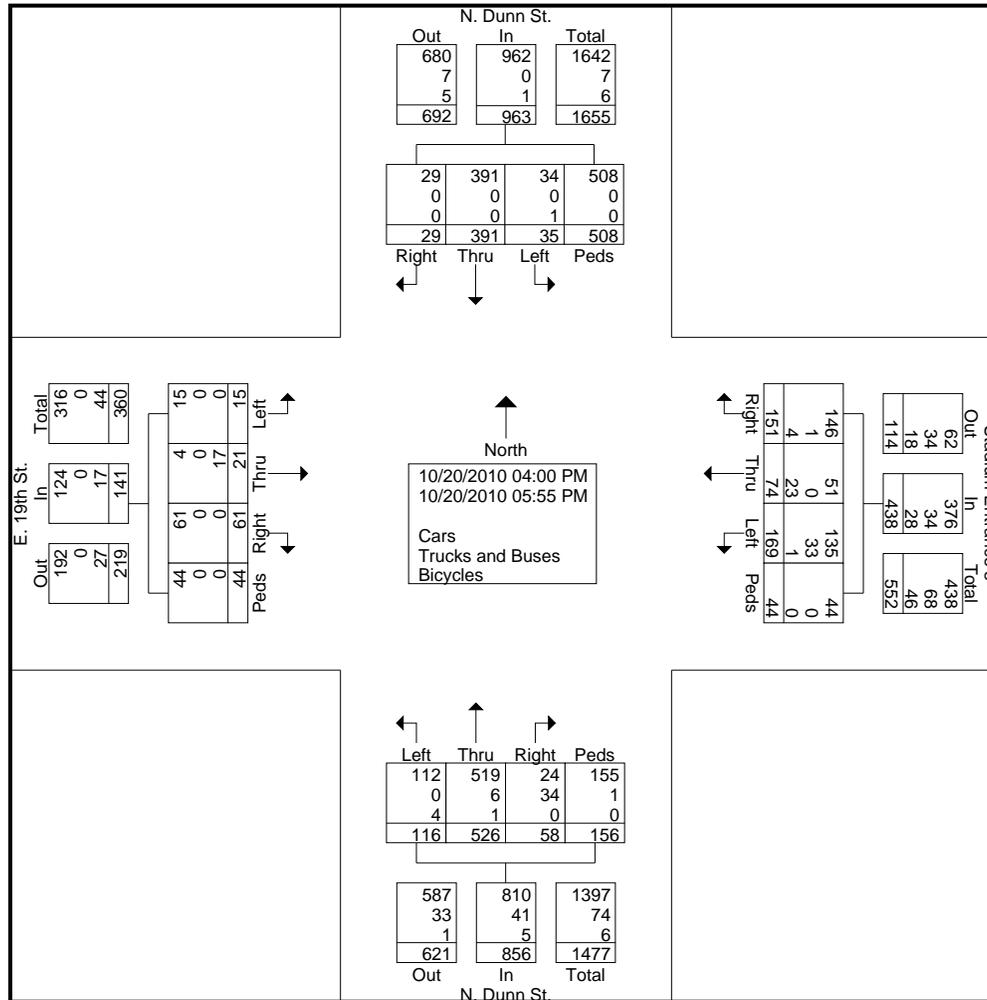
File Name : E. 19th St. and N. Dunn St. 4-6 PM  
 Site Code : 00000000  
 Start Date : 10/20/2010  
 Page No : 2

**Groups Printed- Cars - Trucks and Buses - Bicycles**

Start Time	N. Dunn St. From North					Stadium Entrance 8 From East					N. Dunn St. From South					E. 19th St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:45 PM	2	15	3	13	33	5	5	4	0	14	3	23	4	6	36	4	1	0	1	6	89
05:50 PM	1	15	1	12	29	8	0	7	3	18	0	28	3	0	31	2	6	0	2	10	88
05:55 PM	1	16	2	28	47	10	2	5	1	18	3	15	0	6	24	5	5	1	2	13	102
Total	12	201	15	269	497	71	33	84	20	208	29	266	54	92	441	41	15	4	21	81	1227
Grand Total	29	391	35	508	963	151	74	169	44	438	58	526	116	156	856	61	21	15	44	141	2398
Apprch %	3	40.6	3.6	52.8		34.5	16.9	38.6	10		6.8	61.4	13.6	18.2		43.3	14.9	10.6	31.2		
Total %	1.2	16.3	1.5	21.2	40.2	6.3	3.1	7	1.8	18.3	2.4	21.9	4.8	6.5	35.7	2.5	0.9	0.6	1.8	5.9	
Cars	29	391	34	508	962	146	51	135	44	376	24	519	112	155	810	61	4	15	44	124	2272
% Cars	100	100	97.1	100	99.9	96.7	68.9	79.9	100	85.8	41.4	98.7	96.6	99.4	94.6	100	19	100	100	87.9	94.7
Trucks and Buses	0	0	0	0	0	1	0	33	0	34	34	6	0	1	41	0	0	0	0	0	75
% Trucks and Buses	0	0	0	0	0	0.7	0	19.5	0	7.8	58.6	1.1	0	0.6	4.8	0	0	0	0	0	3.1
Bicycles	0	0	1	0	1	4	23	1	0	28	0	1	4	0	5	0	17	0	0	17	51
% Bicycles	0	0	2.9	0	0.1	2.6	31.1	0.6	0	6.4	0	0.2	3.4	0	0.6	0	81	0	0	12.1	2.1

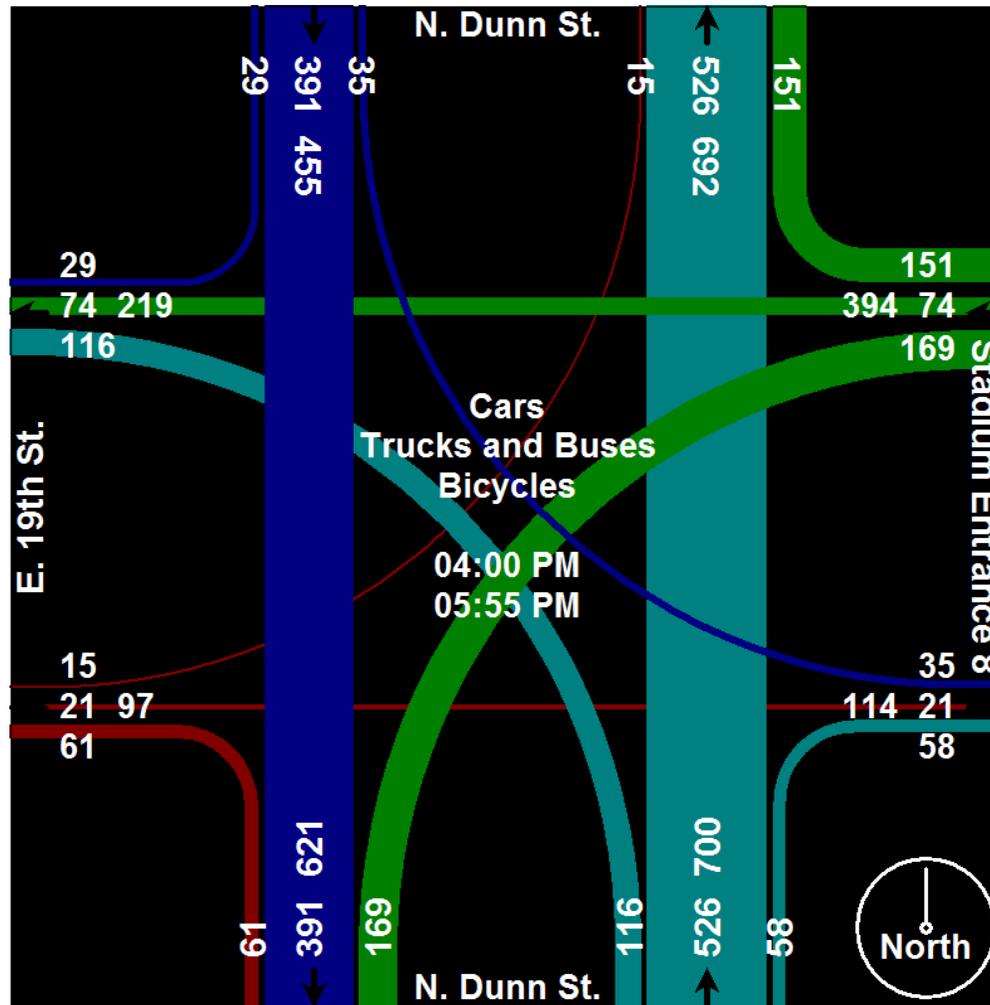
For: IU Intersection Improvements  
 Counted By: PK  
 Weather: Warm, sunny

File Name : E. 19th St. and N. Dunn St. 4-6 PM  
 Site Code : 00000000  
 Start Date : 10/20/2010  
 Page No : 3



For: IU Intersection Improvements  
Counted By: PK  
Weather: Warm, sunny

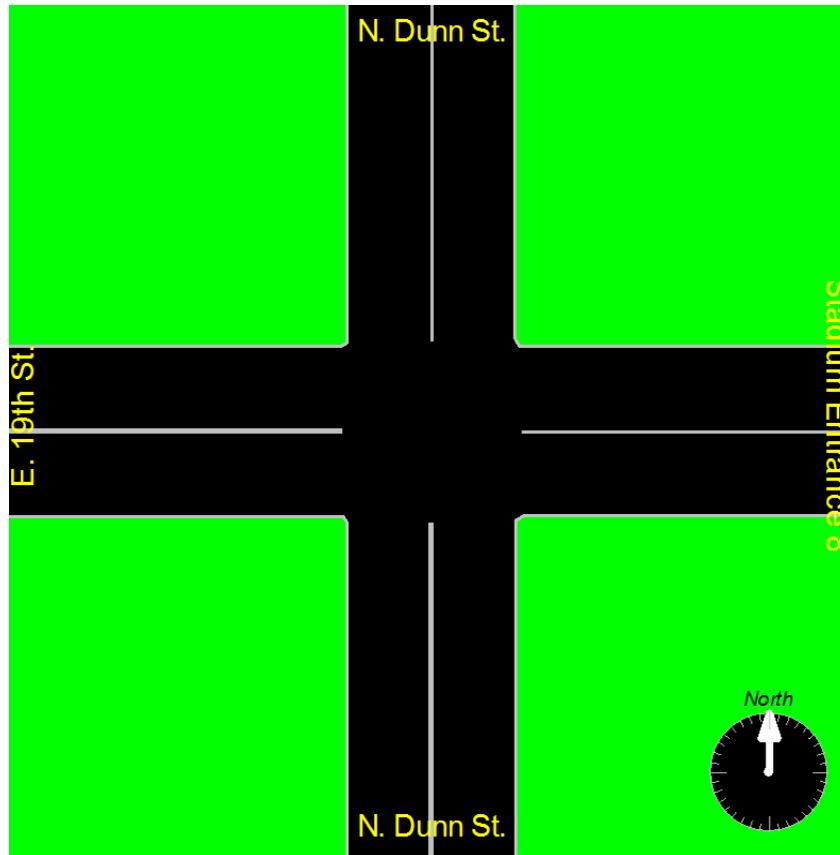
File Name : E. 19th St. and N. Dunn St. 4-6 PM  
Site Code : 00000000  
Start Date : 10/20/2010  
Page No : 4



City of Bloomington  
Engineering Department  
401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: IU Intersection Improvements  
Counted By: PK  
Weather: Warm, sunny

File Name : E. 19th St. and N. Dunn St. 4-6 PM  
Site Code : 00000000  
Start Date : 10/20/2010  
Page No : 5



For: IU Intersection Improvements  
 Counted By: PK/EE  
 Weather: Cool, sunny

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: q4821  
 Station ID: SN:023809  
 N. Dunn St.  
 E. 19th St. to E. 20th St.  
 Latitude: 0' 0.000 Undefined

Start Time	18-Oct-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbound	Southbo	Northbou	Southbo												
12:00 AM	*	*	*	*	83	72	97	68	0	0	*	*	*	*	60	47
01:00	*	*	*	*	48	38	45	42	*	*	*	*	*	*	46	40
02:00	*	*	*	*	19	13	33	22	*	*	*	*	*	*	26	18
03:00	*	*	*	*	7	12	7	4	*	*	*	*	*	*	7	8
04:00	*	*	*	*	8	7	8	8	*	*	*	*	*	*	8	8
05:00	*	*	*	*	10	27	4	22	*	*	*	*	*	*	7	24
06:00	*	*	*	*	31	71	34	64	*	*	*	*	*	*	32	68
07:00	*	*	*	*	59	225	56	242	*	*	*	*	*	*	58	234
08:00	*	*	*	*	65	245	68	227	*	*	*	*	*	*	66	236
09:00	*	*	*	*	106	241	106	238	*	*	*	*	*	*	106	240
10:00	*	*	*	*	122	229	135	233	*	*	*	*	*	*	128	231
11:00	*	*	*	*	147	216	135	173	*	*	*	*	*	*	141	194
12:00 PM	*	*	*	*	202	280	202	278	*	*	*	*	*	*	202	279
01:00	*	*	*	*	177	217	183	222	*	*	*	*	*	*	180	220
02:00	*	*	*	*	241	241	261	207	*	*	*	*	*	*	251	224
03:00	*	*	*	*	233	236	256	217	*	*	*	*	*	*	244	226
04:00	*	*	*	*	341	240	412	216	*	*	*	*	*	*	376	228
05:00	*	*	*	*	347	240	443	247	*	*	*	*	*	*	395	244
06:00	*	*	*	*	240	234	283	240	*	*	*	*	*	*	262	237
07:00	*	*	*	*	211	213	233	229	*	*	*	*	*	*	222	221
08:00	*	*	*	*	225	182	255	192	*	*	*	*	*	*	240	187
09:00	*	*	*	*	170	163	196	200	*	*	*	*	*	*	183	182
10:00	*	*	*	*	156	106	136	138	*	*	*	*	*	*	146	122
11:00	*	*	*	*	119	102	135	110	*	*	*	*	*	*	127	106
Lane Day	0	0	0	0	3367	3850	3723	3839	0	0	0	0	0	0	3513	3824
					7217		7562								7337	
AM Peak					11:00	08:00	10:00	07:00							11:00	09:00
Vol.					147	245	135	242							141	240
PM Peak					17:00	12:00	17:00	12:00							17:00	12:00
Vol.					347	280	443	278							395	279

Comb. Total                    0                    0                    7217                    7562                    0                    0                    0                    7337

ADT                    ADT 7,390                    AADT 7,390



# INDIANA OFFICER'S STANDARD CRASH REPORT

Electronic Version

901202998

Page 1 of 4

Local ID 092597

Date of Crash 10/27/2009	Day of Week Tue	Actual Local Time 3:03 PM	County MONROE	Township BLOOMINGTON	# Motor Vehicles 2	# Injured 0	# Dead 0	# Commercial Vehicles 0	# Deer 0
Road Crash Occurred On DUNN ST			Nearest/Intersecting Road/Mile Marker/Interchange 19TH ST		If not an intersection, number of feet from	Direction	Road Classification LOCAL/CITY ROAD		
Inside Corporate Limits? NO	City/Town or Nearest City/Town BLOOMINGTON			Property? OTHER	Crash Latitude		Crash Longitude		
Driver #1 WALKER, QUENTIN, L		Driver #2 HACKER, DOUGLAS		Driver #3		Driver #4			

<b>Driver Contributing Circumstances</b> <input type="checkbox"/> Alcoholic Beverages <input type="checkbox"/> Illegal Drugs <input type="checkbox"/> Prescription Drugs <input type="checkbox"/> Driver Asleep or Fatigued <input type="checkbox"/> Driver Illness <input checked="" type="checkbox"/> Unsafe Speed <input checked="" type="checkbox"/> Failure to Yield <input type="checkbox"/> Disregard Signal <input type="checkbox"/> Left of Center <input type="checkbox"/> Improper Passing <input type="checkbox"/> Improper Turning <input type="checkbox"/> Improper Lane Usage <input type="checkbox"/> Following Too Closely <input type="checkbox"/> Unsafe Backing <input type="checkbox"/> Overtaking <input type="checkbox"/> Ran off Road <input type="checkbox"/> Wrong Way on One Way <input type="checkbox"/> Pedestrian's Action <input type="checkbox"/> Passenger Distraction <input type="checkbox"/> Restriction Violation <input type="checkbox"/> Jackknifing <input type="checkbox"/> Cell Phone Usage <input type="checkbox"/> Other Telematics <input checked="" type="checkbox"/> Driver Distracted <input checked="" type="checkbox"/> Speed/Weather Conditions <input type="checkbox"/> Unsafe Lane Movement <input type="checkbox"/> Other <input type="checkbox"/> None					<b>Vehicle Contributing Circumstances</b> <input type="checkbox"/> Engine Failure or Defective <input type="checkbox"/> Accelerator Failure or Defective <input type="checkbox"/> Brake Failure or Defective <input type="checkbox"/> Tire Failure or Defective <input type="checkbox"/> Headlight(s) Defective or Not On <input type="checkbox"/> Other Lights Defective <input type="checkbox"/> Steering Failure <input type="checkbox"/> Window/Windshield Defective <input type="checkbox"/> Oversize/Overweight Load <input type="checkbox"/> Insecure/Leaky Load <input type="checkbox"/> Tow Hitch Failure <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> None					<b>Environment Contributing Circumstances</b> <input type="checkbox"/> Glare <input checked="" type="checkbox"/> Roadway Surface <input type="checkbox"/> Holes/Ruts in Surface <input type="checkbox"/> Shoulder Defective <input type="checkbox"/> Road Under Construction <input type="checkbox"/> Severe Crosswinds <input type="checkbox"/> Obstruction Not Marked <input type="checkbox"/> Lane Marking Obscured <input type="checkbox"/> View Obstructed <input type="checkbox"/> Animal/Object in Roadway <input type="checkbox"/> Traffic Ctl Inop/Missing/Obscure <input type="checkbox"/> Utility Work <input type="checkbox"/> Other <input checked="" type="checkbox"/> None					<b>Area Information</b> Hit and Run NO School Zone NO Rumble Strips NO Locality URBAN Light Condition DAYLIGHT Weather Conditions RAIN Surface Condition WET Type of Median NONE Type of Roadway Junction FOUR-WAY INTERSECTION Road Character STRAIGHT/GRADE Roadway Surface ASPHALT Construction NO If Yes, Construction Type Traffic Control Devices LANE CONTROL Traffic Control Device Operational? NA Was this crash the result of aggressive driving? NO				
Total Estimate of all damage in the Crash: \$1001 TO \$2500																			

Other Property Damage (1)	State Property	Owner's Name and Address
Other Property Damage (2)	State Property	Owner's Name and Address

<b>Witness/Other Participant</b> <input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			<b>Non-Motorist</b> (Last Name, First Name, MI) Non-Motorist Type Non-Motorist Action Apparent Physical Condition Cited? Direction Street/Highway Traffic Control? If yes, was traffic control operational?		
<input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash					

Local ID  
092597

<b>Type of Crash</b> OTHER - EXPLAIN IN NARRATIVE					
<b>Time Notified</b> 3:03 PM	<b>Time Arrived</b> 3:42 PM	<b>Other Location of Investigation</b> AT SCENE ONLY			
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>	<b>Investigation Complete?</b> YES	<b>Photos Taken?</b> NO
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>	<b>Date of Report</b> 10/27/2009	
<b>Investigating Officer</b> DAVIS, S		<b>ID No.</b> 29	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Reviewing Officer</b> SGT DONALD SCHMUHL	

### Narrative

V1 was traveling northbound on Dunn Street near 19th Street. V2 was pulling out of gate 8 located on the east side of Dunn Street across from 19th Street, attempting to proceed southbound on Dunn Street. V1 collided into the back driver side of V2.

It was raining at the time of the accident and the roadway surface was wet.

D1 stated he was traveling northbound on Dunn Street approaching 19th Street and gate 8. D1 stated he observed V2 turning out of gate 8 and attempting to proceed southbound on Dunn Street. D1 stated V1 slid into the back driver side of V2 due to his speed and the wet roadway conditions.

D2 stated he exited gate 8 in V2 and was attempting to proceed southbound on Dunn Street. D2 stated he made a complete stop and checked for northbound and southbound traffic prior to exiting gate 8. D2 stated V1 was far enough south of gate 8 for V2 to exit gate 8 onto Dunn Street. D2 stated that V1 was traveling too fast. D2 stated that V1 collided into the back driver side panel of V2.

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# INDIANA OFFICER'S STANDARD CRASH REPORT

Electronic Version

901501905

Page 1 of 4

Local ID 102263

Date of Crash 09/20/2010	Day of Week Mon	Actual Local Time 12:29 PM	County MONROE	Township BLOOMINGTON	# Motor Vehicles 2	# Injured 0	# Dead 0	# Commercial Vehicles 0	# Deer 0
Road Crash Occurred On DUNN ST			Nearest/Intersecting Road/Marker/Interchange 19TH ST		If not an intersection, number of feet from	Direction	Road Classification LOCAL/CITY ROAD		
Inside Corporate Limits? YES	City/Town or Nearest City/Town BLOOMINGTON			Property? OTHER	Crash Latitude		Crash Longitude		
Driver #1 GYLLING, GREGORY R		Driver #2 ELDERT, RACHELE		Driver #3		Driver #4			

<b>Driver Contributing Circumstances</b> Primary Cause: <input type="checkbox"/> Vehicle 1: <input type="checkbox"/> Vehicle 2: <input checked="" type="checkbox"/> Vehicle 3: <input type="checkbox"/> Vehicle 4: <input type="checkbox"/> <input type="checkbox"/> Alcoholic Beverages <input type="checkbox"/> Illegal Drugs <input type="checkbox"/> Prescription Drugs <input type="checkbox"/> Driver Asleep or Fatigued <input type="checkbox"/> Driver Illness <input type="checkbox"/> Unsafe Speed <input checked="" type="checkbox"/> Failure to Yield <input type="checkbox"/> Disregard Signal <input type="checkbox"/> Left of Center <input type="checkbox"/> Improper Passing <input type="checkbox"/> Improper Turning <input type="checkbox"/> Improper Lane Usage <input type="checkbox"/> Following Too Closely <input type="checkbox"/> Unsafe Backing <input type="checkbox"/> Overtaking <input type="checkbox"/> Ran off Road <input type="checkbox"/> Wrong Way on One Way <input type="checkbox"/> Pedestrian's Action <input type="checkbox"/> Passenger Distraction <input type="checkbox"/> Restriction Violation <input type="checkbox"/> Jackknifing <input type="checkbox"/> Cell Phone Usage <input type="checkbox"/> Other Telematics <input type="checkbox"/> Driver Distracted <input type="checkbox"/> Speed/Weather Conditions <input type="checkbox"/> Unsafe Lane Movement <input type="checkbox"/> Other <input type="checkbox"/> None					<b>Vehicle Contributing Circumstances</b> Primary Cause: <input type="checkbox"/> Vehicle 1: <input type="checkbox"/> Vehicle 2: <input checked="" type="checkbox"/> Vehicle 3: <input checked="" type="checkbox"/> Vehicle 4: <input type="checkbox"/> <input type="checkbox"/> Engine Failure or Defective <input type="checkbox"/> Accelerator Failure or Defective <input type="checkbox"/> Brake Failure or Defective <input type="checkbox"/> Tire Failure or Defective <input type="checkbox"/> Headlight(s) Defective or Not On <input type="checkbox"/> Other Lights Defective <input type="checkbox"/> Steering Failure <input type="checkbox"/> Window/Windshield Defective <input type="checkbox"/> Oversize/Overweight Load <input type="checkbox"/> Insecure/Leaky Load <input type="checkbox"/> Tow Hitch Failure <input type="checkbox"/> Other <input checked="" type="checkbox"/> None					<b>Environment Contributing Circumstances</b> <input type="checkbox"/> Glare <input type="checkbox"/> Roadway Surface <input type="checkbox"/> Holes/Ruts in Surface <input type="checkbox"/> Shoulder Defective <input type="checkbox"/> Road Under Construction <input type="checkbox"/> Severe Crosswinds <input type="checkbox"/> Obstruction Not Marked <input type="checkbox"/> Lane Marking Obscured <input type="checkbox"/> View Obstructed <input type="checkbox"/> Animal/Object in Roadway <input type="checkbox"/> Traffic Ctl Inop/Missing/Obscure <input type="checkbox"/> Utility Work <input type="checkbox"/> Other <input checked="" type="checkbox"/> None					<b>Area Information</b> Hit and Run: NO School Zone: NO Rumble Strips: NO Locality: URBAN Light Condition: DAYLIGHT Weather Conditions: CLEAR Surface Condition: DRY Type of Median: NONE Type of Roadway Junction: FOUR-WAY INTERSECTION Road Character: STRAIGHT/GRADE Roadway Surface: ASPHALT Construction: NO If Yes, Construction Type: Traffic Control Devices: NONE Traffic Control Device Operational?: NA Was this crash the result of aggressive driving?: NO				
Total Estimate of all damage in the Crash: \$2501 TO \$5000																			

Other Property Damage (1)	State Property	Owner's Name and Address
Other Property Damage (2)	State Property	Owner's Name and Address

<b>Witness/Other Participant</b> <input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			<b>Non-Motorist</b> (Last Name, First Name, MI) Non-Motorist Type Non-Motorist Action Apparent Physical Condition Cited? Direction Street/Highway Traffic Control? If yes, was traffic control operational?		
<input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			Street/Highway Traffic Control? If yes, was traffic control operational?		

Local ID  
102263

<b>Type of Crash</b> RIGHT ANGLE					
<b>Time Notified</b> 12:29 PM	<b>Time Arrived</b> 12:37 PM	<b>Other Location of Investigation</b> AT SCENE ONLY			
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>	<b>Investigation Complete?</b> YES	<b>Photos Taken?</b> NO
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>	<b>Date of Report</b> 09/20/2010	
<b>Investigating Officer</b> EAST, M		<b>ID No.</b> 40	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Reviewing Officer</b> SGT J.L SNYDER	

**Narrative**

Unit 1 was exiting the White Lot Athletic Parking lot on the west side, Gate 8, onto Dunn Street. Unit 2 was southbound on Dunn Street. Driver 1 told me that a bus had just unloaded passengers and there were a large number of pedestrians walking on the sides of the roadway. He told me that he was crossing Dunn Street to go west on 19th Street. He did not see Unit 2 approaching. He did state that Driver 2 was talking on the cell phone as she was driving. Unit 1 exited Gate 8 westbound into the path of Unit 2. Unit 2 struck Unit 1 in the passenger side rear wheel well. Driver 2 told me that she was talking on the cell phone while she was driving.

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Local ID  
102038

<b>Type of Crash</b> REAR END					
<b>Time Notified</b> 4:18 PM		<b>Time Arrived</b> 4:22 PM		<b>Other Location of Investigation</b> SEE NARRATIVE	
<b>Assisting Officer</b> SUNG		<b>ID No.</b> 75	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD		<b>Investigation Complete?</b> YES
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>		<b>Photos Taken?</b> NO
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>		<b>Date of Report</b> 09/04/2010
<b>Investigating Officer</b> LERG, J		<b>ID No.</b> 42	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD		<b>Reviewing Officer</b> SGT DONALD SCHMUHL

### Narrative

Pedacyclist 1 (P1) stated that V1 was traveling northbound on N Dunn behind him as they approached the intersection with E 19th street. P1 stated that V1 passed him, traveling left of center, then suddenly turned right and into Gate 8 of the football stadium. P1 stated that V1 crossed so close that he struck the rear bumper of V1 with the front tire of his bicycle and launched himself over the trunk and onto the asphalt. P1 complained of pain in his back and SOR'd with BHAS unit 1732.

Witness 1 (W1) confirmed what P1 stated saying that V1 crossed the double yellow to pass P1, then turned right cutting through P1's path of travel. W1 stated that P1 was traveling in the roadway as is stipulated by Indiana law.

Both subjects stated V1 was a gold Pontiac sedan which continued through the parking lot and did not stop or return.



# INDIANA OFFICER'S STANDARD CRASH REPORT

Electronic Version

900856450

Page 1 of 4

Local ID 080655

Date of Crash 03/04/2008	Day of Week Tue	Actual Local Time 11:08 AM	County MONROE	Township BLOOMINGTON	# Motor Vehicles 1	# Injured 1	# Dead 0	# Commercial Vehicles 1	# Deer 0
Road Crash Occurred On 19TH ST			Nearest/Intersecting Road/Mile Marker/Interchange DUNN ST		If not an intersection, number of feet from	Direction	Road Classification LOCAL/CITY ROAD		
Inside Corporate Limits? YES	City/Town or Nearest City/Town BLOOMINGTON			Property? OTHER	Crash Latitude		Crash Longitude		
Driver #1 FRANCIS, MARSHALL, W		Driver #2		Driver #3		Driver #4			

<b>Driver Contributing Circumstances</b> <input type="checkbox"/> Primary Cause <input checked="" type="checkbox"/> Vehicle 1 <input checked="" type="checkbox"/> Vehicle 2 <input type="checkbox"/> Vehicle 3 <input type="checkbox"/> Vehicle 4					<b>Vehicle Contributing Circumstances</b> <input type="checkbox"/> Primary Cause <input type="checkbox"/> Vehicle 1 <input type="checkbox"/> Vehicle 2 <input checked="" type="checkbox"/> Vehicle 3 <input type="checkbox"/> Vehicle 4					<b>Area Information</b> Hit and Run NO School Zone NO Rumble Strips NO Locality URBAN Light Condition DAYLIGHT Weather Conditions RAIN Surface Condition WET Type of Median NONE Type of Roadway Junction FOUR-WAY INTERSECTION Road Character STRAIGHT/LEVEL Roadway Surface ASPHALT Construction NO If Yes, Construction Type Traffic Control Devices STOP SIGN Traffic Control Device Operational? NA				
<input type="checkbox"/> Alcoholic Beverages <input type="checkbox"/> Illegal Drugs <input type="checkbox"/> Prescription Drugs <input type="checkbox"/> Driver Asleep or Fatigued <input type="checkbox"/> Driver Illness <input type="checkbox"/> Unsafe Speed <input type="checkbox"/> Failure to Yield <input type="checkbox"/> Disregard Signal <input type="checkbox"/> Left of Center <input type="checkbox"/> Improper Passing <input type="checkbox"/> Improper Turning <input type="checkbox"/> Improper Lane Usage <input type="checkbox"/> Following Too Closely <input type="checkbox"/> Unsafe Backing <input type="checkbox"/> Overtaking <input type="checkbox"/> Ran off Road <input type="checkbox"/> Wrong Way on One Way <input type="checkbox"/> Pedestrian's Action <input type="checkbox"/> Passenger Distraction <input type="checkbox"/> Restriction Violation <input type="checkbox"/> Jackknifing <input type="checkbox"/> Cell Phone Usage <input type="checkbox"/> Other Telematics <input type="checkbox"/> Driver Distracted <input type="checkbox"/> Speed/Weather Conditions <input type="checkbox"/> Other <input type="checkbox"/> None					<input type="checkbox"/> Engine Failure or Defective <input type="checkbox"/> Accelerator Failure or Defective <input type="checkbox"/> Brake Failure or Defective <input type="checkbox"/> Tire Failure or Defective <input type="checkbox"/> Headlight(s) Defective or Not On <input type="checkbox"/> Other Lights Defective <input type="checkbox"/> Steering Failure <input type="checkbox"/> Window/Windshield Defective <input type="checkbox"/> Oversize/Overweight Load <input type="checkbox"/> Insecure/Leaky Load <input type="checkbox"/> Tow Hitch Failure <input type="checkbox"/> Other <input checked="" type="checkbox"/> None					<input type="checkbox"/> Glare <input type="checkbox"/> Roadway Surface <input type="checkbox"/> Holes/Ruts in Surface <input type="checkbox"/> Shoulder Defective <input type="checkbox"/> Road Under Construction <input type="checkbox"/> Severe Crosswinds <input type="checkbox"/> Obstruction Not Marked <input type="checkbox"/> Lane Marking Obscured <input type="checkbox"/> View Obstructed <input type="checkbox"/> Animal/Object in Roadway <input type="checkbox"/> Traffic Ctl Inop/Missing/Obscure <input type="checkbox"/> Utility Work <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				

Total Estimate of all damage in the Crash:  
 UNDER \$750

Was this crash the result of aggressive driving? NO

Other Property Damage (1)	State Property	Owner's Name and Address
Other Property Damage (2)	State Property	Owner's Name and Address

<b>Witness/Other Participant</b> <input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			<b>Non-Motorist</b> (Last Name, First Name, MI) DIDIER, ANDREW, P Non-Motorist Type PEDESTRIAN Non-Motorist Action CROSSING AT INTERSECTION Apparent Physical Condition NORMAL Cited? NO Direction EAST Street/Highway 19TH ST Traffic Control? YES If yes, was traffic control operational? YES		
<input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			Street/Highway Traffic Control? YES If yes, was traffic control operational? YES		

Local ID  
080655

<b>Type of Crash</b> OTHER - EXPLAIN IN NARRATIVE					
<b>Time Notified</b> 11:08 AM	<b>Time Arrived</b> 11:12 AM	<b>Other Location of Investigation</b> AT SCENE ONLY			
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>	<b>Investigation Complete?</b> YES	<b>Photos Taken?</b> NO
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>	<b>Date of Report</b> 03/04/2008	
<b>Investigating Officer</b> SADLER, K		<b>ID No.</b> 30	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Reviewing Officer</b> SGT STEPHENSON	

**Narrative**

D-1 stated that he was traveling westbound on 19th street. D-1 stated that he entered the intersection of Dunn & 19th Street. D-1 stated that he did not see the pedestrian crossing the intersection and the driver's side review mirror struck the pedestrian on the left side of his face. The bus driver was driving an Indiana University Bus #660. D1 was cited for failure to yield the right of way.

P1 refused to be transported by ambulance to the hospital.

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Local ID  
100605

<b>Type of Crash</b> RIGHT TURN					
<b>Time Notified</b> 11:54 AM		<b>Time Arrived</b> 11:58 AM		<b>Other Location of Investigation</b> SEE NARRATIVE	
<b>Assisting Officer</b> COLLINS		<b>ID No.</b> 22	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD		<b>Investigation Complete?</b> NO
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>		<b>Photos Taken?</b> YES
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>		<b>Date of Report</b> 03/03/2010
<b>Investigating Officer</b> EAST, M		<b>ID No.</b> 40	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD		<b>Reviewing Officer</b> SGT J.L SNYDER

### Narrative

The witness told me that he was taking the trash out at his apartment when he heard the sound of a crash. He turned and faced the direction it came from, which was to the east of his location. He observed a black Dodge pickup truck in the Athletic White parking lot stopped next to another vehicle which it had apparently just struck. The driver got out and looked at the damage, according to the witness, and then got back in the black truck and drove north through the lot and parked in the north end of the Athletic White parking lot. The witness told me that he noticed the struck vehicle appeared to be his brother's tan Jeep Grand Cherokee so he walked to the scene of the accident. He discovered the driver's side rear tail light was shattered and the bumper was damaged, also. He observed the driver of the black truck talking to another subject but did not approach him. He described the subject as a white male, college age about 6'-6"3", average build. The witness said he had a final exam so had to leave the area but called his brother after the exam and returned to file this report. I examined the damage to Unit 1 and it appeared to be consistent with the damage to Unit 2. I photographed the damage to Unit 2 and had it towed to Bland's Wrecker service impound lot to insure evidence was not destroyed. I ran a BMV check on the plate of Unit 1 and dispatch located a student who's address and last name matched the owner. Dispatch was unable to reach the owner of Unit 1 by telephone. I emailed the student to contact me about the crash. After several hours the driver of Unit 1 called and admitted striking Unit 2 this morning but contended that he had left a note in the door handle of Unit 2. He provided his insurance information and told me that he had made an attempt to notify the owner of Unit 2 of the accident by leaving a note in the door handle. Neither the witness or driver of Unit 2 mentioned finding a note with Unit 2. I attempted to contact both again but was unable to do so.

On 03/03/2010, I, Officer Collins, responded to Bland's Towing to release the vehicle. Upon arrival, Mr. Serak was the only subject there to take the vehicle. I could not release the vehicle to Serak because his driver's license is suspended. Upon Officer East's request, I issued Serak a citation for Driving While Suspended and a misdemeanor citation for Leaving the Scene of an Accident. Serak stated the suspension was a BMV mistake and would be contesting that as well as the LSA citation.

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# INDIANA OFFICER'S STANDARD CRASH REPORT

Electronic Version

900821390

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Local ID 080131

Date of Crash 01/16/2008	Day of Week Wed	Actual Local Time 8:45 AM	County MONROE	Township BLOOMINGTON	# Motor Vehicles 2	# Injured 1	# Dead 0	# Commercial Vehicles 0	# Deer 0
Road Crash Occurred On DUNN ST			Nearest/Intersecting Road/Mile Marker/Interchange 19TH ST		If not an intersection, number of feet from	Direction	Road Classification LOCAL/CITY ROAD		
Inside Corporate Limits? YES	City/Town or Nearest City/Town BLOOMINGTON			Property? OTHER	Crash Latitude		Crash Longitude		
Driver #1 SCHUMAN, VICTORIA, A	Driver #2 CHRISPELL, JENNIFER, M			Driver #3	Driver #4				

<b>Driver Contributing Circumstances</b> <input type="checkbox"/> Primary Cause <input checked="" type="checkbox"/> Vehicle 1 <input checked="" type="checkbox"/> Vehicle 2 <input type="checkbox"/> Vehicle 3 <input type="checkbox"/> Vehicle 4					<b>Vehicle Contributing Circumstances</b> <input type="checkbox"/> Primary Cause <input type="checkbox"/> Vehicle 1 <input checked="" type="checkbox"/> Vehicle 2 <input checked="" type="checkbox"/> Vehicle 3 <input type="checkbox"/> Vehicle 4					<b>Area Information</b> Hit and Run NO School Zone NO Rumble Strips NO Locality URBAN Light Condition DAYLIGHT Weather Conditions CLEAR Surface Condition DRY Type of Median NONE Type of Roadway Junction FOUR-WAY INTERSECTION Road Character STRAIGHT/GRADE Roadway Surface ASPHALT Construction NO If Yes, Construction Type Traffic Control Devices LANE CONTROL Traffic Control Device Operational? NA				
<input type="checkbox"/> Alcoholic Beverages <input type="checkbox"/> Illegal Drugs <input type="checkbox"/> Prescription Drugs <input type="checkbox"/> Driver Asleep or Fatigued <input type="checkbox"/> Driver Illness <input type="checkbox"/> Unsafe Speed <input type="checkbox"/> Failure to Yield <input type="checkbox"/> Disregard Signal <input type="checkbox"/> Left of Center <input type="checkbox"/> Improper Passing <input type="checkbox"/> Improper Turning <input type="checkbox"/> Improper Lane Usage <input type="checkbox"/> Following Too Closely <input type="checkbox"/> Unsafe Backing <input type="checkbox"/> Overtaking <input type="checkbox"/> Ran off Road <input type="checkbox"/> Wrong Way on One Way <input type="checkbox"/> Pedestrian's Action <input type="checkbox"/> Passenger Distraction <input type="checkbox"/> Restriction Violation <input type="checkbox"/> Jackknifing <input type="checkbox"/> Cell Phone Usage <input type="checkbox"/> Other Telematics <input type="checkbox"/> Driver Distracted <input type="checkbox"/> Speed/Weather Conditions <input type="checkbox"/> Other <input type="checkbox"/> None					<input type="checkbox"/> Engine Failure or Defective <input type="checkbox"/> Accelerator Failure or Defective <input type="checkbox"/> Brake Failure or Defective <input type="checkbox"/> Tire Failure or Defective <input type="checkbox"/> Headlight(s) Defective or Not On <input type="checkbox"/> Other Lights Defective <input type="checkbox"/> Steering Failure <input type="checkbox"/> Window/Windshield Defective <input type="checkbox"/> Oversize/Overweight Load <input type="checkbox"/> Insecure/Leaky Load <input type="checkbox"/> Tow Hitch Failure <input type="checkbox"/> Other <input checked="" type="checkbox"/> None					<input type="checkbox"/> Glare <input type="checkbox"/> Roadway Surface <input type="checkbox"/> Holes/Ruts in Surface <input type="checkbox"/> Shoulder Defective <input type="checkbox"/> Road Under Construction <input type="checkbox"/> Severe Crosswinds <input type="checkbox"/> Obstruction Not Marked <input type="checkbox"/> Lane Marking Obscured <input type="checkbox"/> View Obstructed <input type="checkbox"/> Animal/Object in Roadway <input type="checkbox"/> Traffic Ctl Inop/Missing/Obscure <input type="checkbox"/> Utility Work <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				

Total Estimate of all damage in the Crash:  
\$5001 TO \$10000

Was this crash the result of aggressive driving? NO

Other Property Damage (1)	State Property	Owner's Name and Address
Other Property Damage (2)	State Property	Owner's Name and Address

<b>Witness/Other Participant</b> <input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			<b>Non-Motorist</b> (Last Name, First Name, MI) Non-Motorist Type Non-Motorist Action Apparent Physical Condition Cited? Direction Street/Highway Traffic Control? If yes, was traffic control operational?		
<input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			Street/Highway Traffic Control? If yes, was traffic control operational?		

Local ID  
080131

<b>Type of Crash</b> LEFT/RIGHT TURN					
<b>Time Notified</b> 8:48 AM		<b>Time Arrived</b> 8:50 AM		<b>Other Location of Investigation</b> SEE NARRATIVE	
<b>Assisting Officer</b> P DELAY		<b>ID No.</b> 91	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Investigation Complete?</b> YES	<b>Photos Taken?</b> NO
<b>Assisting Officer</b> P WAMPLER		<b>ID No.</b> 25	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Date of Report</b> 01/16/2008	
<b>Investigating Officer</b> MANION, M		<b>ID No.</b> 43	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Reviewing Officer</b> SCT STEPHENSON 011608 1154	

**Narrative**

V-1, DRIVEN BY VICTORIA SCHUMAN, WAS SOUTH BOUND ON DUNN STREET WHEN CRASH OCCURRED. MS. SCHUMAN WAS ATTEMPTING TO MAKE A LEFT TURN INTO THE WHITE LOT. MS. SCHUMAN TOLD ME PEDESTRIANS WERE CROSSING DUNN STREET IN FRONT OF HER VEHICLE. SHE STATED SHE WAS FOCUSED ON THE PEDISTRIANS. WHEN THE PEDESTRIANS CROSSED, MS. SCHUMAN TURNED LEFT INTO THE PATH OF V-2.

V-2, DRIVEN BY JENNIFER CHRISPELL, WAS NORTH BOUND ON DUNN STREET WHEN CRASH OCCURRED. MS CHRISPELL TOLD ME SHE TOO WAS FOCUSED ON THE PEDESTRIANS CROSSING THE STREET. MS. CHRISPELL STATED THAT AFTER THE PEDESTRIANS HAD CROSSED THE STREET, V-1 TURNED INTO HER TRAFFIC LANE, CAUSING THE CRASH.

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# INDIANA OFFICER'S STANDARD CRASH REPORT

Electronic Version

901263075

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Local ID 100055

Date of Crash 01/12/2010	Day of Week Tue	Actual Local Time 9:35 PM	County MONROE	Township BLOOMINGTON	# Motor Vehicles 3	# Injured 2	# Dead 0	# Commercial Vehicles 0	# Deer 0
Road Crash Occurred On DUNN ST			Nearest/Intersecting Road/Mile Marker/Interchange 19TH ST		If not an intersection, number of feet from	Direction	Road Classification LOCAL/CITY ROAD		
Inside Corporate Limits? YES	City/Town or Nearest City/Town BLOOMINGTON			Property? OTHER	Crash Latitude		Crash Longitude		
Driver #1 LEBEDEVA, OLGA Y	Driver #2 ROBERT, JOHN J		Driver #3 FLOCK, EMILY A		Driver #4				

<b>Driver Contributing Circumstances</b> Primary Cause Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>					<b>Vehicle Contributing Circumstances</b> Primary Cause Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>					<b>Area Information</b> Hit and Run NO School Zone NO Rumble Strips NO Locality URBAN Light Condition DARK (LIGHTED) Weather Conditions CLEAR Surface Condition SNOW/SLUSH Type of Median NONE Type of Roadway Junction FOUR-WAY INTERSECTION Road Character STRAIGHT/LEVEL Roadway Surface ASPHALT Construction NO If Yes, Construction Type Traffic Control Devices LANE CONTROL Traffic Control Device Operational? NA				
<input type="checkbox"/> Alcoholic Beverages <input type="checkbox"/> Illegal Drugs <input type="checkbox"/> Prescription Drugs <input type="checkbox"/> Driver Asleep or Fatigued <input type="checkbox"/> Driver Illness <input type="checkbox"/> Unsafe Speed <input type="checkbox"/> Failure to Yield <input type="checkbox"/> Disregard Signal <input type="checkbox"/> Left of Center <input type="checkbox"/> Improper Passing <input type="checkbox"/> Improper Turning <input type="checkbox"/> Improper Lane Usage <input checked="" type="checkbox"/> Following Too Closely <input type="checkbox"/> Unsafe Backing <input type="checkbox"/> Overtaking <input type="checkbox"/> Ran off Road <input type="checkbox"/> Wrong Way on One Way <input type="checkbox"/> Pedestrian's Action <input type="checkbox"/> Passenger Distraction <input type="checkbox"/> Restriction Violation <input type="checkbox"/> Jackknifing <input type="checkbox"/> Cell Phone Usage <input type="checkbox"/> Other Telematics <input type="checkbox"/> Driver Distracted <input type="checkbox"/> Speed/Weather Conditions <input type="checkbox"/> Unsafe Lane Movement <input type="checkbox"/> Other <input checked="" type="checkbox"/> None					<input type="checkbox"/> Engine Failure or Defective <input type="checkbox"/> Accelerator Failure or Defective <input type="checkbox"/> Brake Failure or Defective <input type="checkbox"/> Tire Failure or Defective <input type="checkbox"/> Headlight(s) Defective or Not On <input type="checkbox"/> Other Lights Defective <input type="checkbox"/> Steering Failure <input type="checkbox"/> Window/Windshield Defective <input type="checkbox"/> Oversize/Overweight Load <input type="checkbox"/> Insecure/Leaky Load <input type="checkbox"/> Tow Hitch Failure <input type="checkbox"/> Other <input checked="" type="checkbox"/> None					Environment Contributing Circumstances <input type="checkbox"/> Glare <input type="checkbox"/> Roadway Surface <input type="checkbox"/> Holes/Ruts in Surface <input type="checkbox"/> Shoulder Defective <input type="checkbox"/> Road Under Construction <input type="checkbox"/> Severe Crosswinds <input type="checkbox"/> Obstruction Not Marked <input type="checkbox"/> Lane Marking Obscured <input type="checkbox"/> View Obstructed <input type="checkbox"/> Animal/Object in Roadway <input type="checkbox"/> Traffic Ctl Inop/Missing/Obscure <input type="checkbox"/> Utility Work <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				

Total Estimate of all damage in the Crash:  
\$25001 TO \$50000

Was this crash the result of aggressive driving? NO

Other Property Damage (1)	State Property	Owner's Name and Address
Other Property Damage (2)	State Property	Owner's Name and Address

<b>Witness/Other Participant</b> <input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			<b>Non-Motorist</b> (Last Name, First Name, MI) Non-Motorist Type Non-Motorist Action Apparent Physical Condition Cited? Direction Street/Highway Traffic Control? If yes, was traffic control operational?		
<input type="checkbox"/> Witness # Name <input type="checkbox"/> Other Participant Address etc. Phone # Location at Time of Crash			Street/Highway Traffic Control? If yes, was traffic control operational?		

Local ID  
100055

<b>Type of Crash</b> HEAD ON					
<b>Time Notified</b> 9:40 PM	<b>Time Arrived</b> 9:40 PM	<b>Other Location of Investigation</b> AT SCENE ONLY			
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>	<b>Investigation Complete?</b> YES	<b>Photos Taken?</b> NO
<b>Assisting Officer</b>		<b>ID No.</b>	<b>Agency</b>	<b>Date of Report</b> 01/12/2010	
<b>Investigating Officer</b> COLLINS, C		<b>ID No.</b> 22	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Reviewing Officer</b> SGT STEPHENSON 011310 0422	

### Narrative

D3 stated she was traveling North on Dunn and slowed near 19th street because a vehicle in front of her slowed to make a turn. At this time she observed V1 approach quickly from behind and swerve westward to avoid a rear end collision. V1 then made contact with V3's driver's side, crossed into the Southbound lane and struck V2 head on. D3 stated she did not hear any tires squeal from heavy braking.

D2 stated he was traveling South on Dunn and observed the slowing vehicles traveling North, then suddenly saw the headlights of V1 veer into his lane. D2 did not have the opportunity to stop prior to the collision.

D1 stated she was traveling North on Dunn and did not notice V3 had slowed. In order to avoid striking V3, D1 swerved into the oncoming lane and was unable to avoid striking the side of V3 and the front of V2.

D1 complained of head pain several minutes into the crash investigation after being asked several times if she needed emergency medical treatment. BHAS 0019 arrived and D1 signed a release.

Jordan Williams, a passenger in V2, broke his front tooth. He, too, declined emergency medical treatment.

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# INDIANA OFFICER'S STANDARD CRASH REPORT

Electronic Version

900777565

Page 1 of 4

Local ID 073198

Date of Crash 11/13/2007	Day of Week Tue	Actual Local Time 10:35 AM	County MONROE	Township BLOOMINGTON	# Motor Vehicles 2	# Injured 0	# Dead 0	# Commercial Vehicles 0	# Deer 0
Road Crash Occurred On DUNN ST			Nearest/Intersecting Road/Mile Marker/Interchange NINETEENTH ST		If not an intersection, number of feet from	Direction	Road Classification LOCAL/CITY ROAD		
Inside Corporate Limits? YES	City/Town or Nearest City/Town BLOOMINGTON			Property? OTHER	Crash Latitude		Crash Longitude		
Driver #1 BOLIN, ERIC, M		Driver #2 BATTAGLIA, JACK, A		Driver #3		Driver #4			

<b>Driver Contributing Circumstances</b> Primary Cause Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>					<b>Vehicle Contributing Circumstances</b> Primary Cause Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>					<b>Area Information</b> Hit and Run NO School Zone NO Rumble Strips NO Locality URBAN Light Condition DAYLIGHT Weather Conditions CLOUDY Surface Condition DRY Type of Median DRIVABLE Type of Roadway Junction FOUR-WAY INTERSECTION Road Character STRAIGHT/GRADE Roadway Surface ASPHALT Construction NO If Yes, Construction Type Traffic Control Devices LANE CONTROL Traffic Control Device Operational? NA				
<input type="checkbox"/> Alcoholic Beverages <input type="checkbox"/> Illegal Drugs <input type="checkbox"/> Prescription Drugs <input type="checkbox"/> Driver Asleep or Fatigued <input type="checkbox"/> Driver Illness <input type="checkbox"/> Unsafe Speed <input type="checkbox"/> Failure to Yield <input type="checkbox"/> Disregard Signal <input type="checkbox"/> Left of Center <input type="checkbox"/> Improper Passing <input type="checkbox"/> Improper Turning <input type="checkbox"/> Improper Lane Usage <input type="checkbox"/> Following Too Closely <input type="checkbox"/> Unsafe Backing <input type="checkbox"/> Overtaking <input type="checkbox"/> Ran off Road <input type="checkbox"/> Wrong Way on One Way <input type="checkbox"/> Pedestrian's Action <input type="checkbox"/> Passenger Distraction <input type="checkbox"/> Restriction Violation <input type="checkbox"/> Jackknifing <input type="checkbox"/> Cell Phone Usage <input type="checkbox"/> Other Telematics <input type="checkbox"/> Driver Distracted <input type="checkbox"/> Speed/Weather Conditions <input type="checkbox"/> Other <input type="checkbox"/> None					<input type="checkbox"/> Engine Failure or Defective <input type="checkbox"/> Accelerator Failure or Defective <input type="checkbox"/> Brake Failure or Defective <input type="checkbox"/> Tire Failure or Defective <input type="checkbox"/> Headlight(s) Defective or Not On <input type="checkbox"/> Other Lights Defective <input type="checkbox"/> Steering Failure <input type="checkbox"/> Window/Windshield Defective <input type="checkbox"/> Oversize/Overweight Load <input type="checkbox"/> Insecure/Leaky Load <input type="checkbox"/> Tow Hitch Failure <input type="checkbox"/> Other <input checked="" type="checkbox"/> None					<input type="checkbox"/> Glare <input type="checkbox"/> Roadway Surface <input type="checkbox"/> Holes/Ruts in Surface <input type="checkbox"/> Shoulder Defective <input type="checkbox"/> Road Under Construction <input type="checkbox"/> Severe Crosswinds <input type="checkbox"/> Obstruction Not Marked <input type="checkbox"/> Lane Marking Obscured <input type="checkbox"/> View Obstructed <input type="checkbox"/> Animal/Object in Roadway <input type="checkbox"/> Traffic Ctl Inop/Missing/Obscure <input type="checkbox"/> Utility Work <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				

Total Estimate of all damage in the Crash: \$2501 TO \$5000

Was this crash the result of aggressive driving? YES

Other Property Damage (1)	State Property	Owner's Name and Address
Other Property Damage (2)	State Property	Owner's Name and Address

Witness/Other Participant			Non-Motorist		
<input type="checkbox"/> Witness # Name	(Last Name, First Name, MI)				
<input type="checkbox"/> Other Participant			Non-Motorist Type Non-Motorist Action		
Address etc.			Apparent Physical Condition		
Phone #	Location at Time of Crash		Cited? Direction		
<input type="checkbox"/> Witness # Name			Street/Highway		
<input type="checkbox"/> Other Participant			Traffic Control? If yes, was traffic control operational?		
Address etc.					
Phone #	Location at Time of Crash				

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073198

<b>Type of Crash</b> RIGHT ANGLE					
<b>Time Notified</b> 10:39 AM		<b>Time Arrived</b> 10:42 AM		<b>Other Location of Investigation</b> AT SCENE ONLY	
<b>Assisting Officer</b> D DELAY			<b>ID No.</b> 92	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Investigation Complete?</b> YES
<b>Assisting Officer</b>			<b>ID No.</b>	<b>Agency</b>	<b>Photos Taken?</b> NO
<b>Investigating Officer</b> MANION, M			<b>ID No.</b> 43	<b>Agency</b> INDIANA UNIV BLOOMINGTON PD	<b>Date of Report</b> 11/13/2007
				<b>Reviewing Officer</b>	

**Narrative**

V-1 DRIVEN BY ERIC BOLIN, WAS SOUTH BOUND ON DUNN STREET, APPROACHING NINETEENTH STREET. MR. BOLIN WAS FOLLOWING TWO OTHER VEHICLES WITH THEIR TURN SIGNALS ON TO MAKE A LEFT TURN INTO THE WHITE LOT A PARKING LOT WEST OF MEMORIAL STADIUM. MR. BOLIN ELECTED TO PASS THESE VEHICLES ON DOUBLE YELLOW LINES, AS MR BOLIN WAS PASSING HIS VEHICLE CRASHED INTO V-2 WHO WAS MAKING A LEFT TURN FROM DUNN STREET ONTO NINETEENTH STREET.

V-2 DRIVEN BY JACK BATTAGLIA WAS TURNING LEFT FROM DUNN STREET ONTO NINETEENTH STREET WHEN V-1 CRASHED INTO THE RIGHT SIDE OF HIS VEHICLE.

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