

ORDINANCE NO. 4, 1958

An Ordinance Declaring and Defining the Entire Corporate Boundaries of the City of Bloomington, Monroe County, Indiana.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, AS FOLLOWS:

SECTION I. The entire corporate limits of the City of Bloomington, Monroe County, Indiana, shall be declared and defined as follows, to-wit:

Beginning at the Northwest corner of Section 6, Township 8 North, Range 1 West; thence South on and along the West line of said Section 6 to the North Right-of-Way line of the Illinois Central Railroad; thence Northeasterly on and along said Illinois Central Railroad North Right-of-Way line to a point on the East line of the West half of Section 6; thence South on and along said East line of the West half of Section 6 to the Southwest corner of Seminary Lot No. 191; thence East on and along the South line of Seminary Lots numbered 191, 192, 193, 194 and such lines extended to the West line of Seminary Lot No. 178; thence North to the Southwest corner of Seminary Lot number 175; thence East on and along the South line of Seminary Lots numbered 175, 176, 167, 168 to the East line of the West half of Section 5; thence South on and along the East line of the West half of Section 5 and Section 8 to a point Two-hundred (200) feet West of the Rockport Road; thence Southwesterly on and along a line Two hundred (200) feet West of and parallel to said Rockport Road and to the South line of said Section 8; thence East on and along said South line of Section 8 to the Southeast corner of the West half of said Section 8; thence South on and along the East line of the West half of Section 17 to the North line of the Fullerton Road; thence East on and along the North line of said Fullerton Road and the Rhorer Road to a point One hundred and Fifty (150) feet East of the East right-of-way line of State Road No. 37; thence North on and along a line One Hundred and fifty (150) feet East of and parallel to said East right-of-way line of State Road No. 37 to a point on the South line of Sunny Slopes Addition which said point is Sixteen Hundred Sixty-seven (1667) feet South of the North line of Section 16; thence East on and along a line Sixteen Hundred Sixty-seven (1667) feet South of the North line of Section 16, said line being the South line of Sunny Slopes Addition, to East line of the West half of Section 16; thence North on and along the East line of the West half of Section 16 and Section 9 to the Center of Section 9; thence East on and along the North line of the South half of Section 9 and Section 10 to a point Two hundred (200) feet East of the East line of South High Street; thence North on and along a line Two hundred (200) feet East of and parallel to the said East line of South High Street to a point Two Hundred (200) feet South of the South line of the Moore Road; thence East on and along a line Two Hundred (200) feet South of and parallel to said South line of the Moore Road to the East line of Section 10; thence North on and along the East line of Section 10 and Section 3 to the Northeast corner of the Southeast quarter of said Section 3; thence East on and along the South line of the North half of Section 2 and Section 1 to a point Two hundred (200) feet East of the East line of the Smith Road; thence North on and along a line Two hundred (200) feet East of and parallel to said East line of the Smith Road to the North line of Section 1; all in Township 8 North, Range 1 West;

Also, thence West on and along the South line of Section 36, Township 9 North, Range 1 West, to a point Two hundred (200) feet East of the East line of Smith Road North of Third Street; thence North on and along a line Two Hundred (200) feet East of and parallel to said East line of the Smith Road to the North line of the South half of the Southwest quarter of said Section 36; thence East on and along said North line of the South half of the Southwest quarter of Section 36 to the East line of said Southwest quarter of Section 36; thence North on and along the East line of the West half of Section 36 and Section 25 to the South Right-of-Way line of the Illinois Central Railroad; thence Northeasterly on and along said Illinois Central Railroad South Right-of-Way line to a point Seven hundred Sixty-seven (767) feet North of the South line of Section 25; thence West on and along a line Seven hundred Sixty-seven (767) feet North of and parallel to said South line of Section 25 to the North line of State Road No. 45; thence Southwesterly on and along said North line of State Road No. 45 to the South line of Section 25; thence West on and along said South line of Section 25 to the Southwest corner thereof; thence South on and along

the East line of Section 35 to the South line of the North half of the North half of said Section 35; thence West on and along said South line of the North half of the North half of Section 35 to the Southeast corner of the Northwest quarter of the Northwest quarter of said Section 35; thence North on and along the East line of the West half of the West half of Section 35 and Section 26 to the North line of said Section 26; thence East on and along said North line of Section 26 to a point Three Hundred Thirty (330) feet West of the East line of the West half of said Section 26; thence North on and along a line Three hundred Thirty (330) feet West of and parallel to the East line of the West half of Section 23 to the Branch just South of the Old Illinois Central Railroad unused Right-of-Way; thence East along and with the meanderings of said Branch to the East line of the West half of said Section 23; thence North on and along said East line of the West half of Section 23 to the North line of the South One-fourth of the Southwest quarter of the Northeast quarter of said Section 23; thence East on and along said North line of the South One-fourth of the Southwest quarter of the Northeast quarter of Section 23 to the East line of the West half of the Northeast quarter of said Section 23; thence North on and along said East line of the West half of the Northeast quarter of Section 23 to the North branch of Griffey Creek; thence Southwesterly along and with the meanderings of said North Branch of Griffey Creek to the South line of the Northwest quarter of the Northeast quarter of said Section 23; thence West on and along said South line of the Northwest quarter of the Northeast quarter of Section 23 to the East line of the West half of said Section 23; thence North on and along the East line of the West half of Section 23 and Section 14 to the Northeast corner of the Southeast quarter of the Southwest quarter of said Section 14; thence West on and along the North line of said Southeast quarter of the Southwest quarter of Section 14 to the Northwest corner of said Southeast quarter of the Southwest quarter of Section 14; thence South on and along the West line of the Southeast quarter of the Southwest quarter of Section 14 to the South line of said Section 14; thence West on and along the South line of said Section 14 to the Southwest corner thereof; thence South on and along the East line of Section 22 to the South line of the North half of the North half of said Section 22; thence West on and along said South line of the North half of the North half of Section 22 to the East line of the Hinkle Road; thence Southwesterly on and along the East line of said Hinkle Road to a point Ninety-nine (99) feet South of the South line of the Northwest quarter of said Section 22; thence West to a point on the East line of the West half of the West half of said Section 22 Ninety-nine (99) feet South of the South line of the Northwest quarter of said Section 22; thence North on and along the East line of the West half of the West half of said Section 22 to the Southwest corner of the Northeast quarter of the Northwest quarter of said Section 22; thence East on and along the South line of said Northeast quarter of the Northwest quarter of Section 22 to the East line of the West half of said Section 22; thence North on and along the East line of the West half of said Section 22 to the North line of said Section 22; thence West on and along the North line of Section 22; and Section 21 to the Northeast corner of Section 20; thence South on and along the East line of said Section 20 for a distance of Six Hundred Eighty-eight (688) feet more or less and to the North line of the City Park land in said Section 20; thence South 89 degrees West for a distance of One thousand Forty-three and Seven-tenths (1043.7) feet to a point; thence South to the North line of the South half of the Northeast quarter of said Section 20; thence West on and along the North line of the South half of the North half of said Section 20 to a point Three hundred (300) feet West of the East line of the Northwest quarter of said Section 20; thence South on and along a line Three Hundred (300) feet West of and parallel to said East line of the Northwest quarter of Section 20 to the South line of said Northwest quarter of Section 20; thence East on and along said South line of Northwest quarter of Section 20 to the Southeast corner of said Northwest quarter of section 20; thence South on and along the East line of the Southwest quarter of said Section 20 to the South line thereof; thence West on and along the North line of Section 29 to a point Three hundred (300) feet West of the West Right-of-Way line of State Road No. 46; thence Southeasterly on and along a line Three Hundred (300) feet West of and parallel to the said West Right-of-Way line of State Road No. 46 to a point Three Hundred (300) feet North of the North line of Seventeenth Street; thence West on and along a line Three hundred (300) feet North of and parallel to the North line of Seventeenth Street to the West line of Section 29;

thence South on and along the West line of said Section 29 to the Southwest corner thereof; thence West on and along the North line of Section 31 to the Northwest corner of the Northeast quarter of said Section 31; thence South on and along the West line of the East half of said Section 31 to a point on the South side of the Railroad Right-of-Way commonly known as the West Right-of-Way line of the Monon Railroad; thence Northwesterly on and along said West Right-of-Way line of the Monon Railroad to the West line of said Section 31; thence South on and along said West line of said Section 31 to the Southwest corner thereof; thence East on and along the South line of said Section 31 to the point of beginning at the Northwest corner of Section 6, Township 8 North, Range 1 West.

SECTION 2. This Ordinance shall be in full force and effect from and after passage by the Common Council, approved by the Mayor and duly advertised as now required by the laws of the State of Indiana.

Passed and adopted by the Common Council of the City of Bloomington, Monroe County, Indiana, on the 4th day of February, 1958.

S/ Thos. L. Lemon
Thos. L. Lemon, Presiding Officer

ATTEST:

S/ Mary Alice Dunlap
Mary Alice Dunlap, Clerk-Treasurer

Presented by me to the Mayor of the City of Bloomington, Indiana, on the 4th day of February, 1958, at the hour of 7:40 o'clock P.M.

S/ Mary Alice Dunlap
Mary Alice Dunlap, Clerk-Treasurer

This Ordinance approved and signed by me on the 4th day of February, 1958, at the hour of 7:40 o'clock P.M.

S/ Thos. L. Lemon
Thos. L. Lemon, Mayor