



# City of Bloomington Common Council

## Legislative Packet – 2<sup>nd</sup> Addendum

Issued on Wednesday, 02 November 2022

Wednesday, 02 November 2022

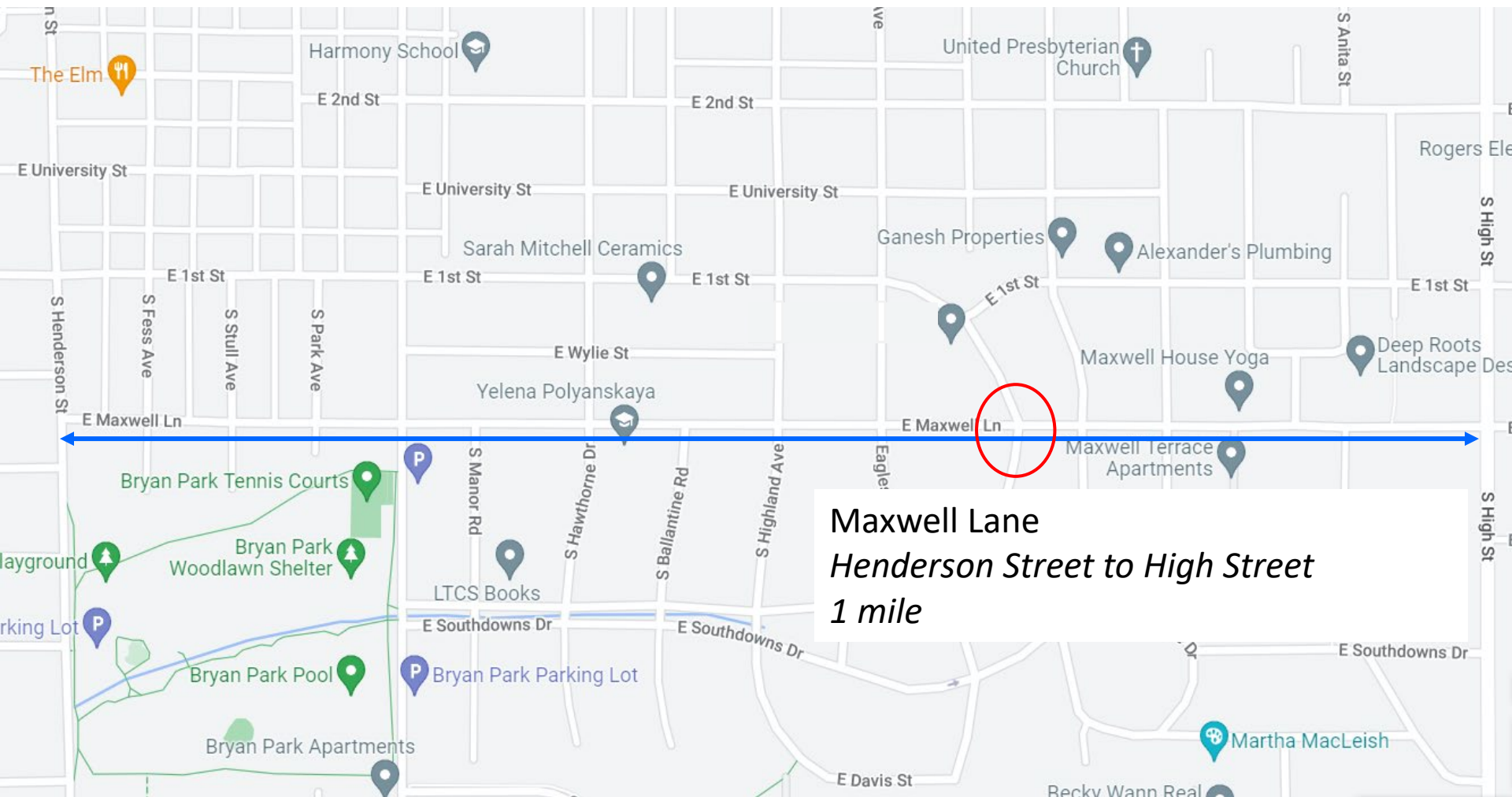
Regular Session at 6:30 pm



***Maxwell Lane & Sheridan Drive  
All-Way Stop Proposal  
11.2.2022***

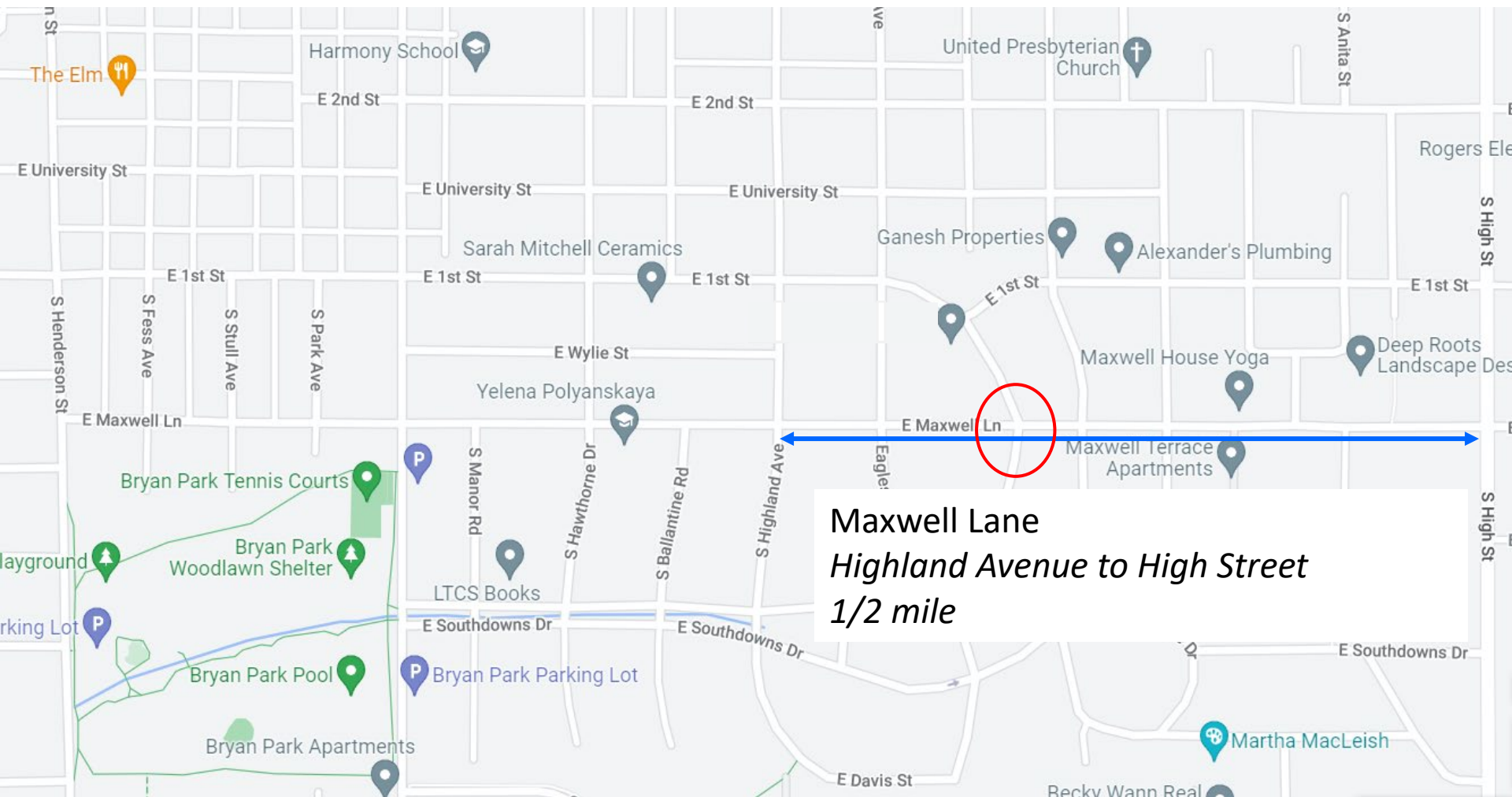
- Goal:** Improve SAFETY at this intersection
- Request:** STOP traffic at this intersection to help achieve this goal and indicate RIGHT-OF-WAY
- Fact #1:** APPROPRIATE stop signs STOP traffic
- Assertion #1:** The unique characteristics of this intersection make this is a NECESSARY and APPROPRIATE place for an all-way stop
- Fact #2:** “Staff acknowledges the UNIQUE traffic pattern at this intersection and does not have significant concerns if an all way stop is installed”
- Assertion #2:** Installing a STOP sign at this intersection would help improve its SAFETY

# Area of Focus

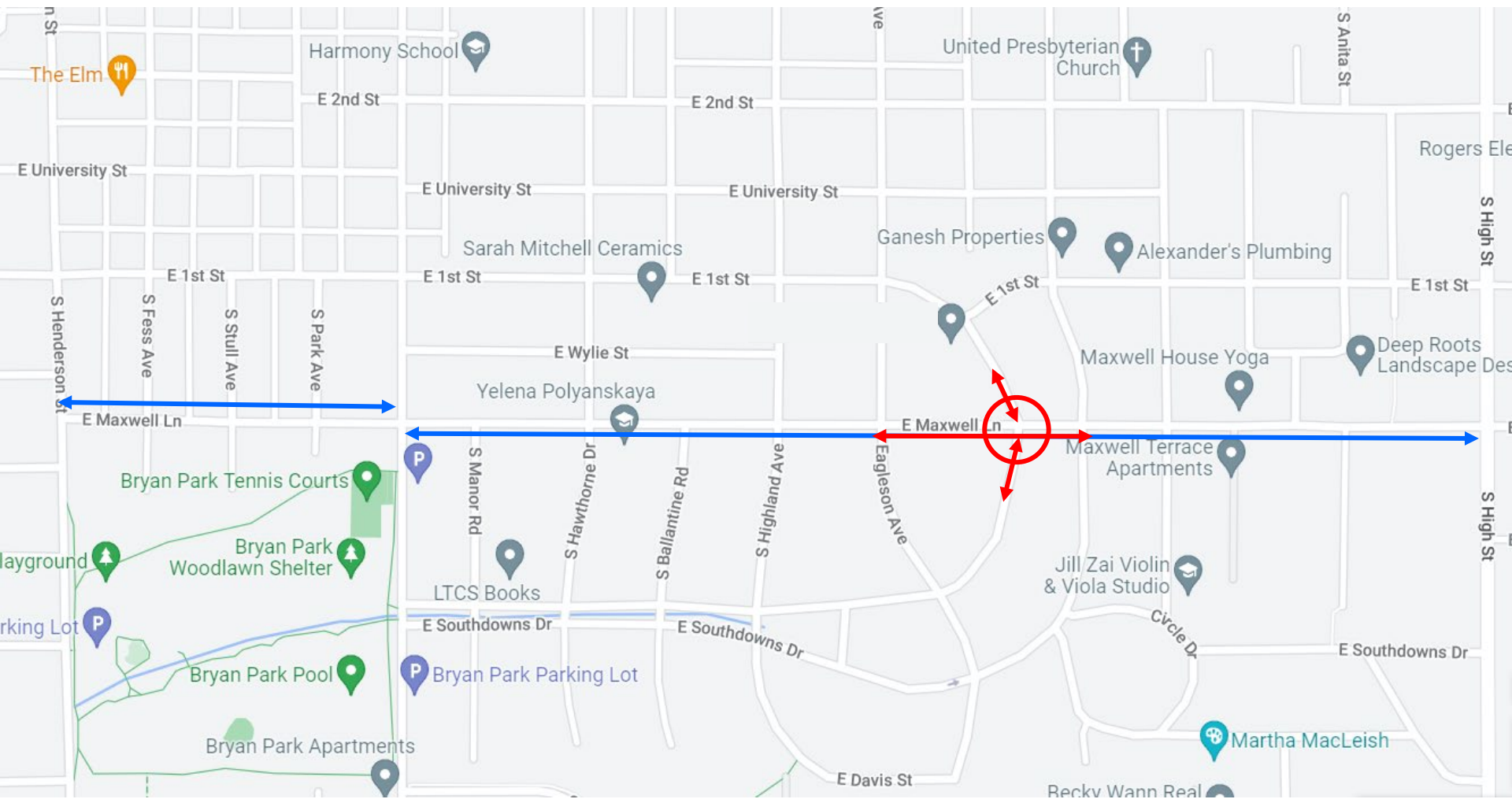


**Maxwell Lane**  
*Henderson Street to High Street*  
**1 mile**

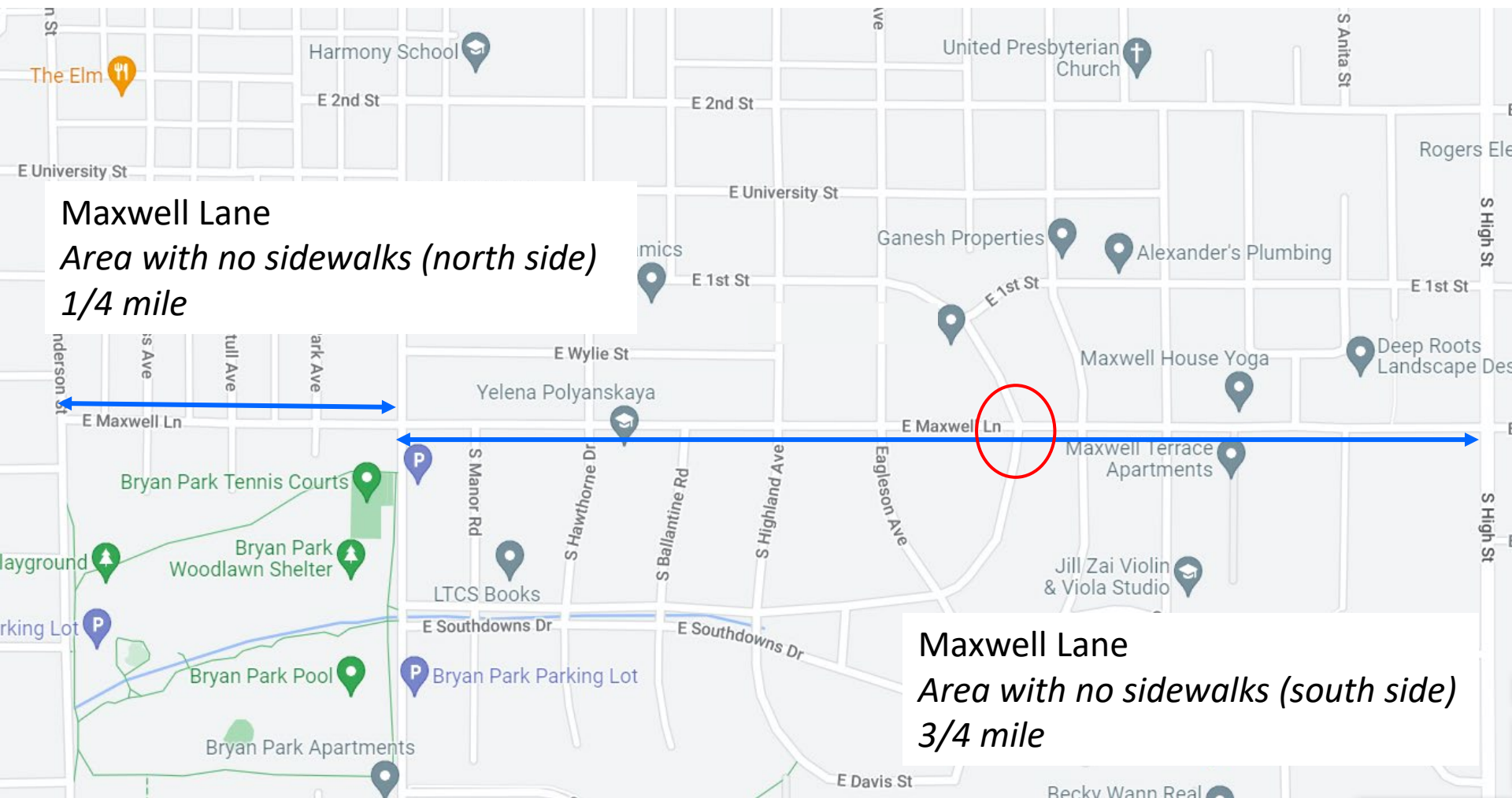
# Area of Focus: *Unencumbered*



# Limited Sightlines



## Area of Focus: *Sidewalks*



**Maxwell Lane**  
*Area with no sidewalks (north side)*  
**1/4 mile**

**Maxwell Lane**  
*Area with no sidewalks (south side)*  
**3/4 mile**

# Sidewalk Conditions

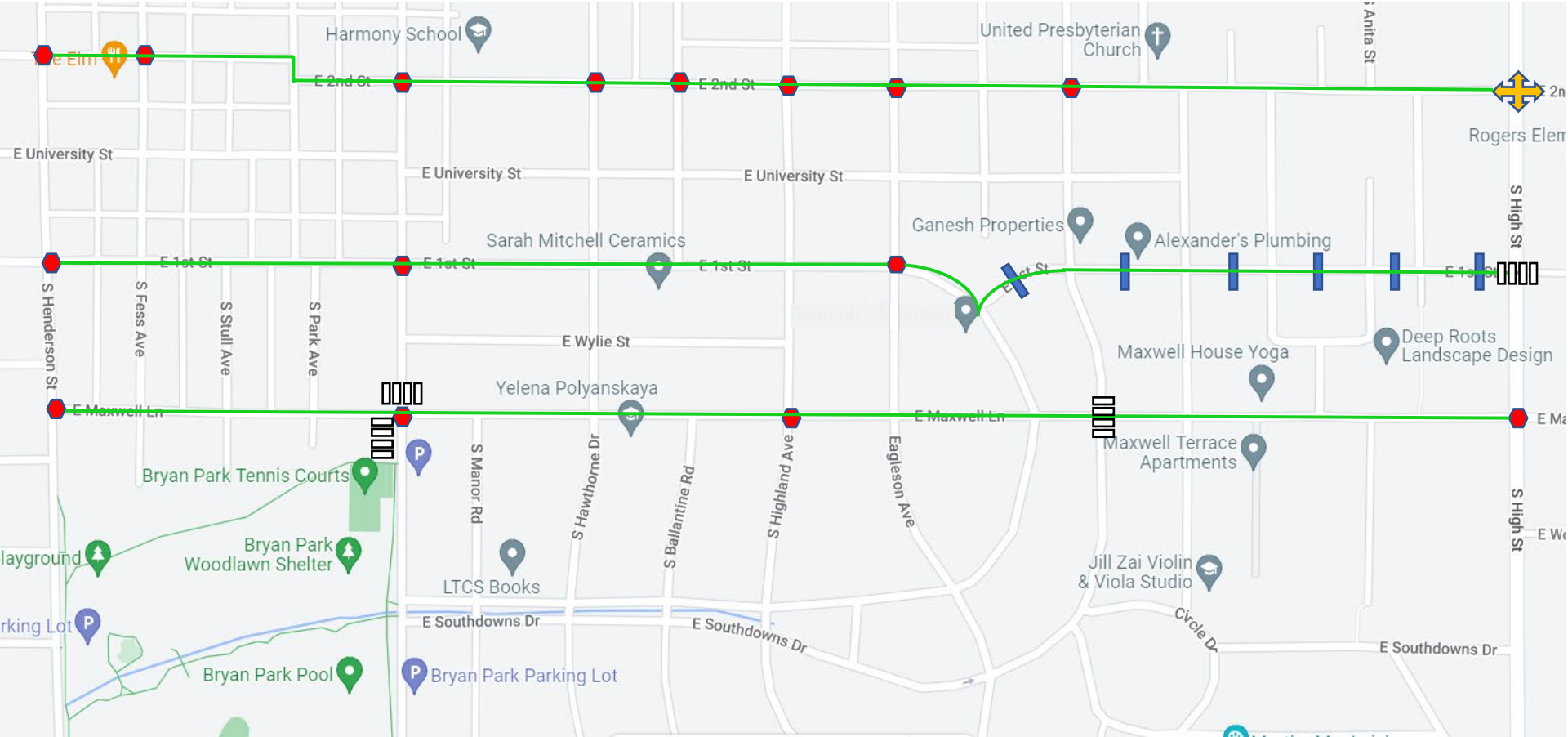






**Maxwell Lane (looking west to the intersection): *No parkway/road verge between sidewalk and street***




# East-West Corridors: *Traffic Features*




 Current all-way stop sign location

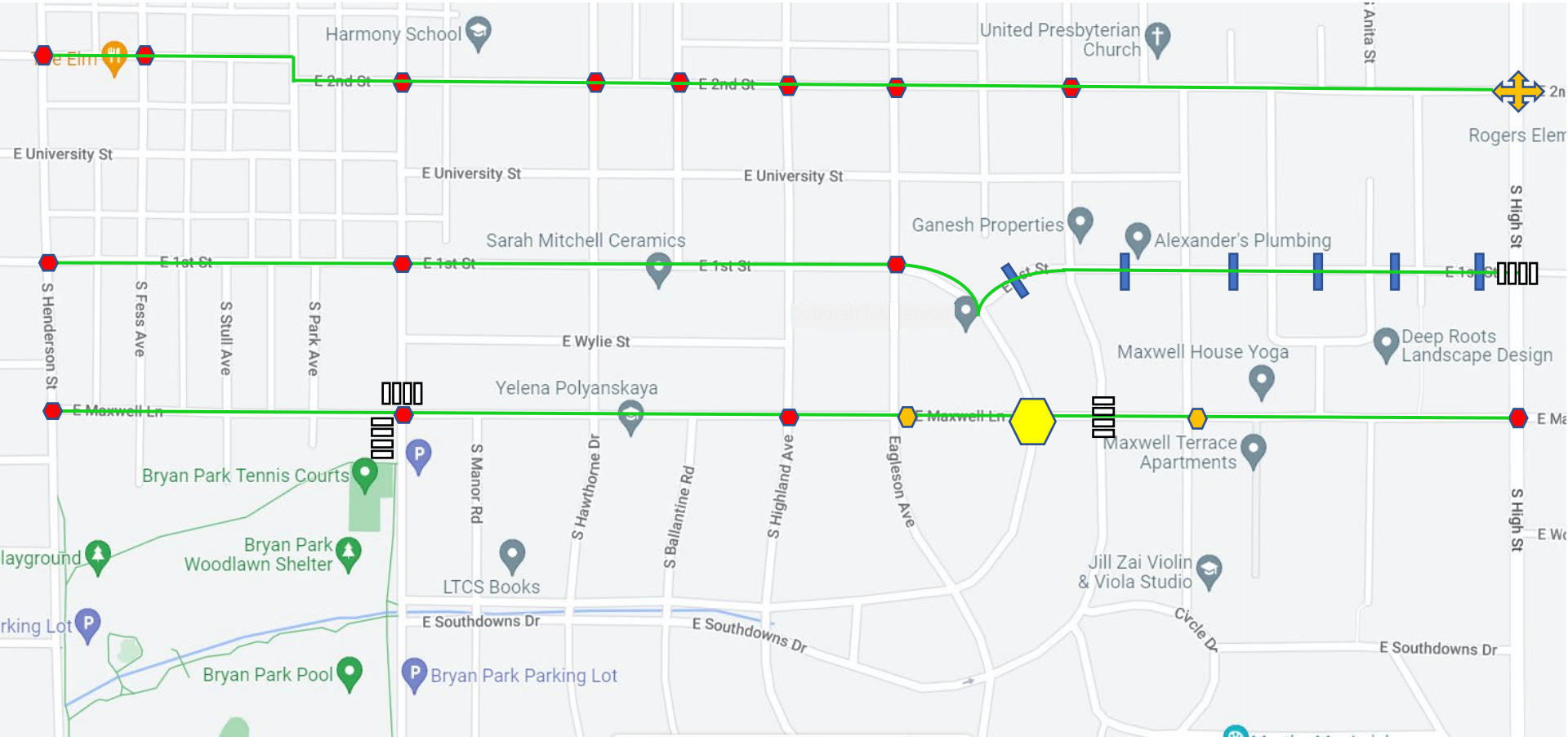
 Current traffic signal location








 Roadway

 Current speed bump location

 Current striped crosswalk location

# East-West Corridors: *Traffic Features*



-  Current all-way stop sign location
-  Current traffic signal location
-  Current speed bump location
-  Current striped crosswalk location
-  Proposed all-way stop sign location
-  Proposed location for "Stop Sign Ahead" warning
-  Roadway



Rogers Rd. & Snoddy Rd. Intersection:

500 FEET & 300 FEET “Stop Sign Ahead”  
warning signs

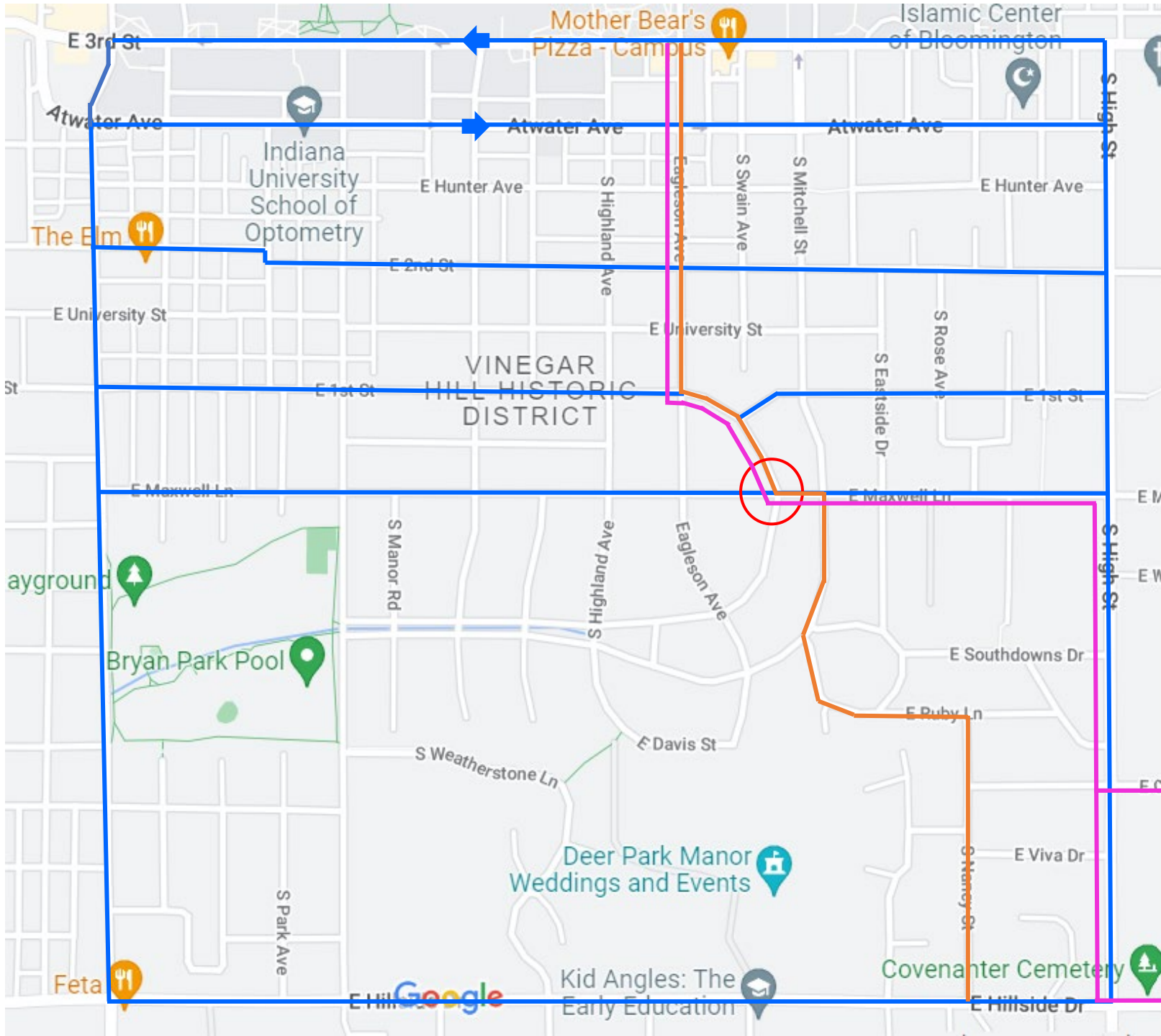
**North/South  
&  
East/West  
Corridors**



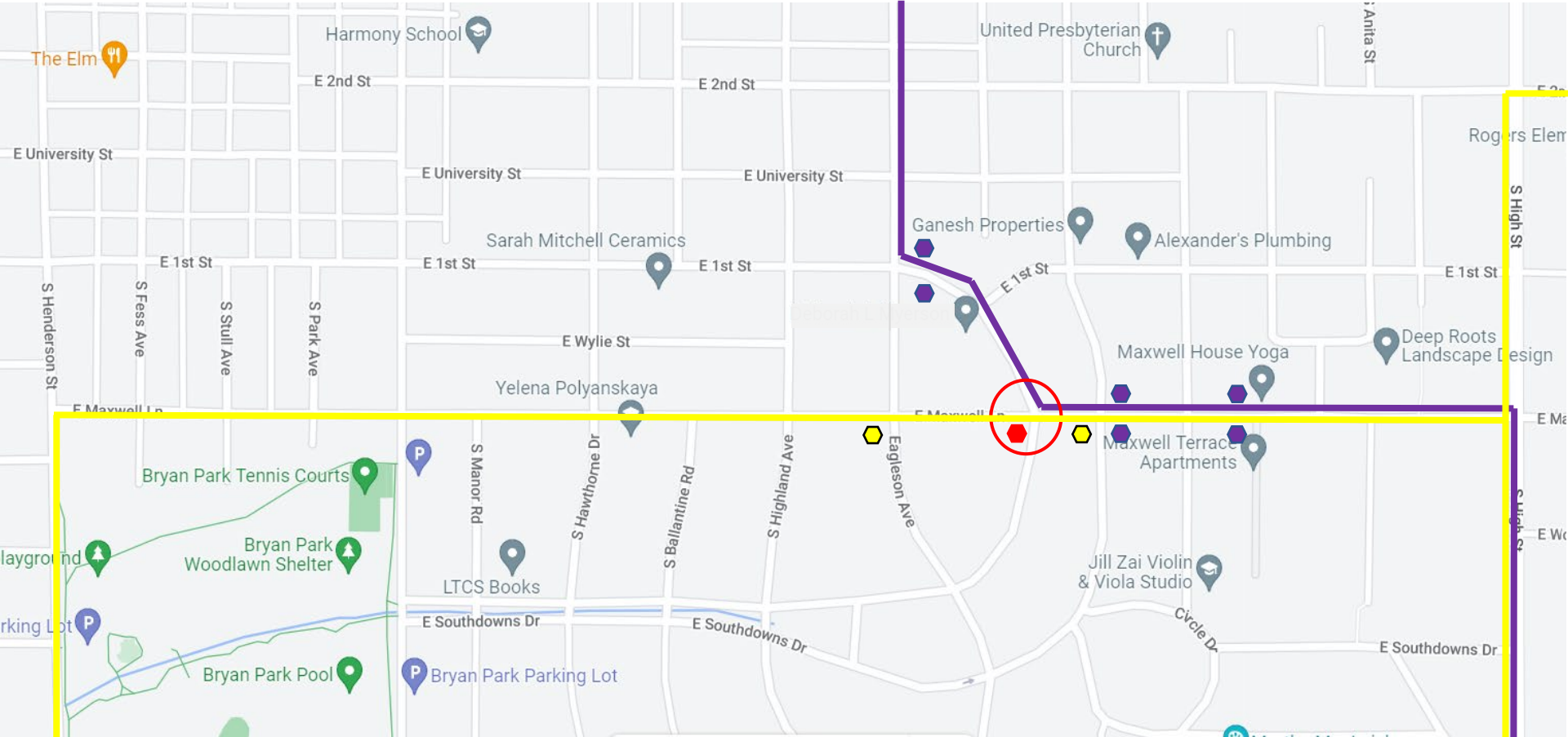
**North/South  
Shortcut**



**North/East  
Shortcut**



# Bus Routes



— Bus route (BT)

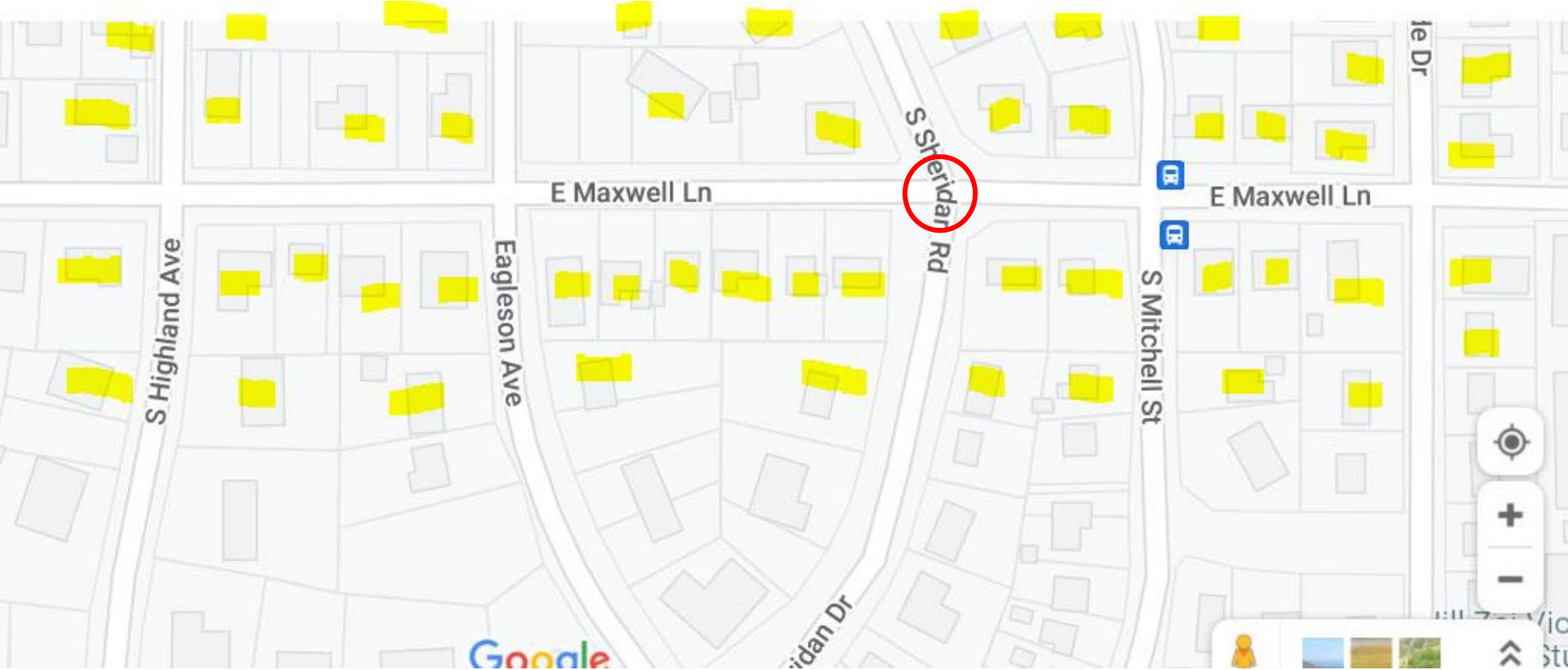
— Bus route (MCCSC)

● Area bus stop (BT)

● Area bus stop (MCCSC)

● Old MCCSC bus stop – moved east due to parent and bus driver safety concerns

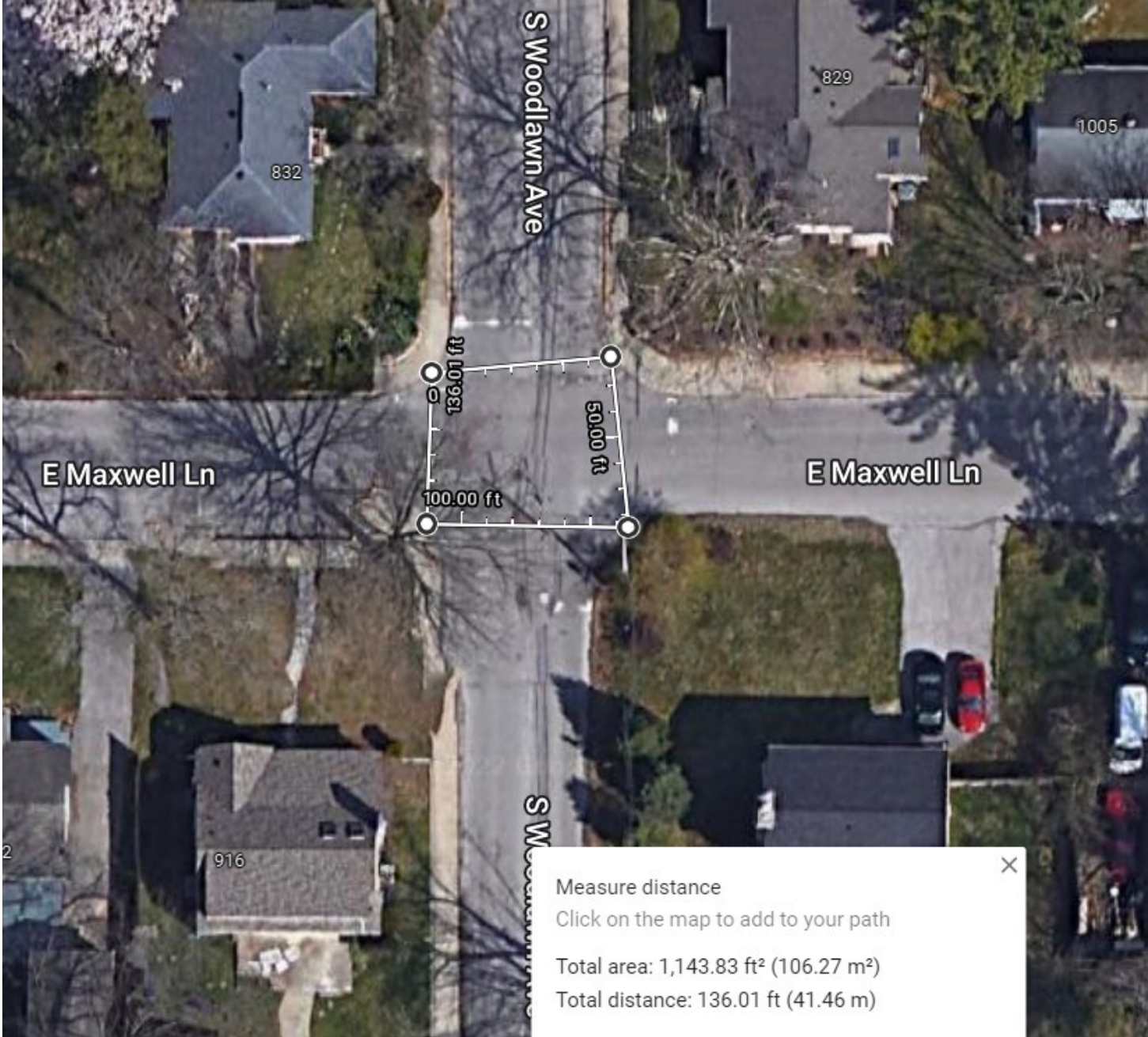
**Affected Housing Units (AHUs): 48 \***



AHUs with children under 18:	9 *
AHUs with adults 65+ :	16
AHUs with disabled/mobility challenged individuals:	4
AHUs with pets:	6

*\* Based upon my initial Resident-led Traffic Calming enquiry; These results represent the minimum to my knowledge*

**Total Area: Maxwell Ln. & Woodlawn Ave. Intersection**





# Total Area: Maxwell Ln. & Sheridan Dr. Intersection

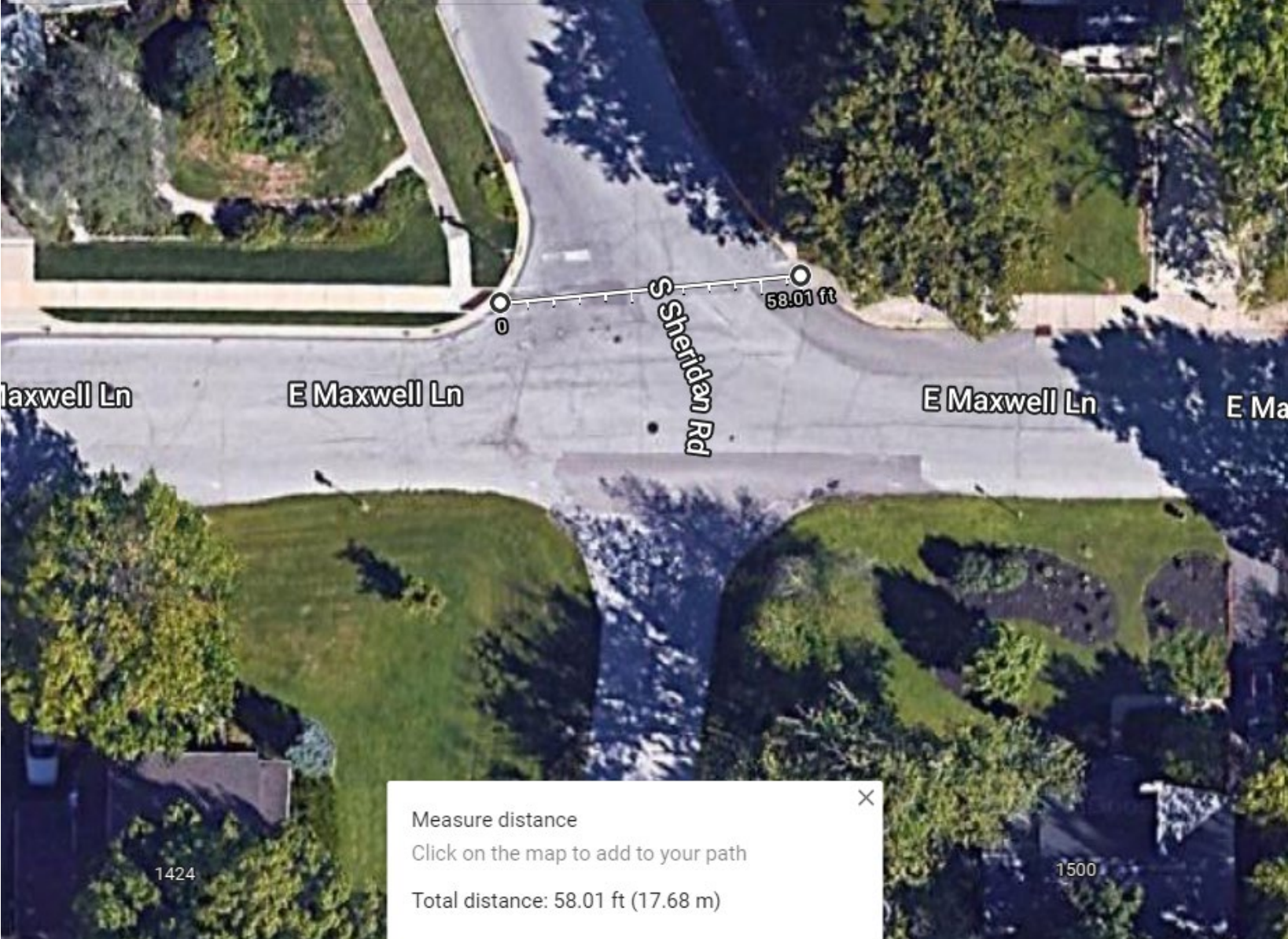


**Crossing Distance: Maxwell Ln. & Woodlawn Ave. Intersection (west to east)**  
**Crossing Time: 7 seconds**



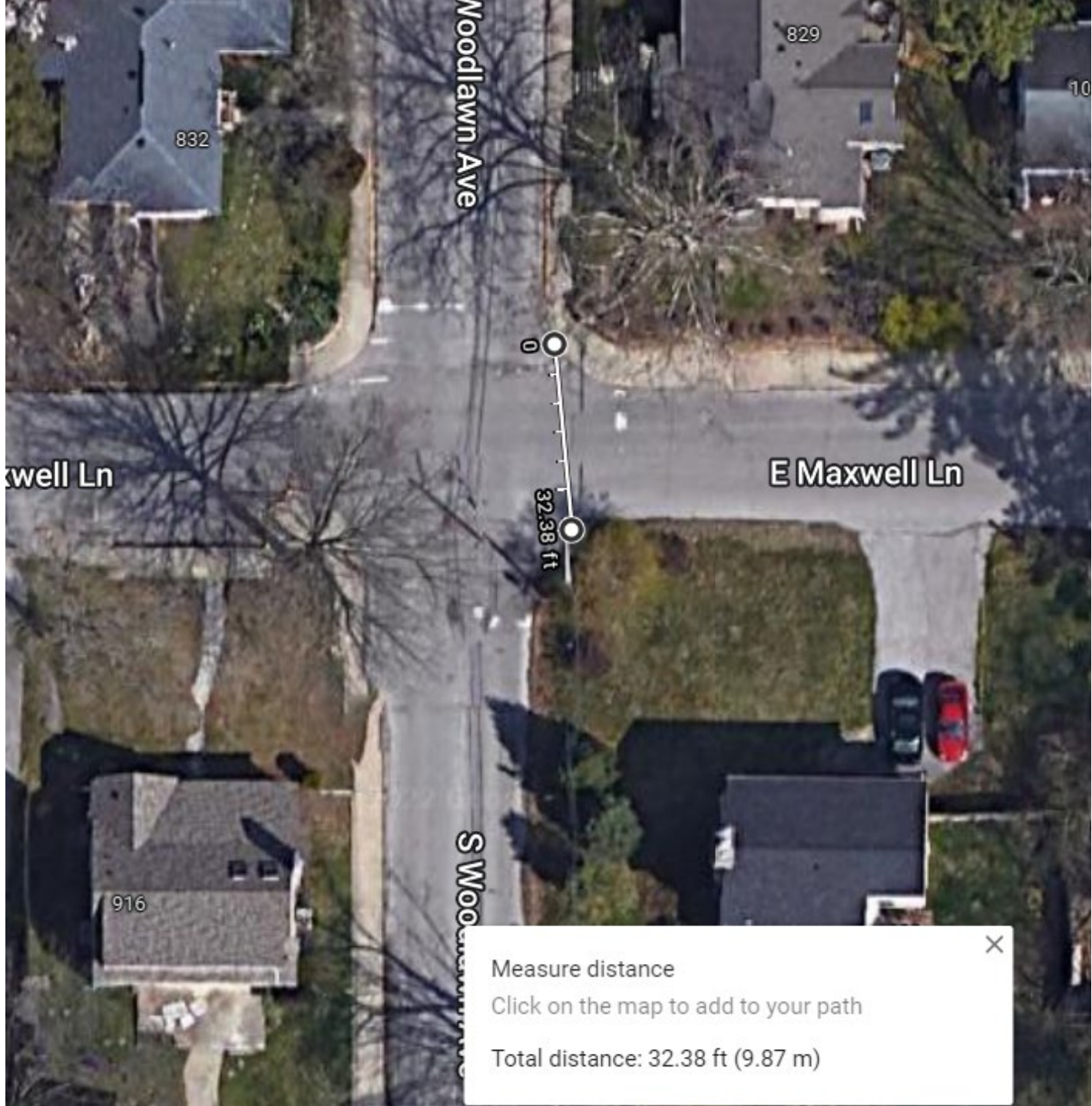
**Crossing Distance: *Maxwell Ln. & Sheridan Dr. Intersection (west to east)***

**Crossing Time: *15 seconds***



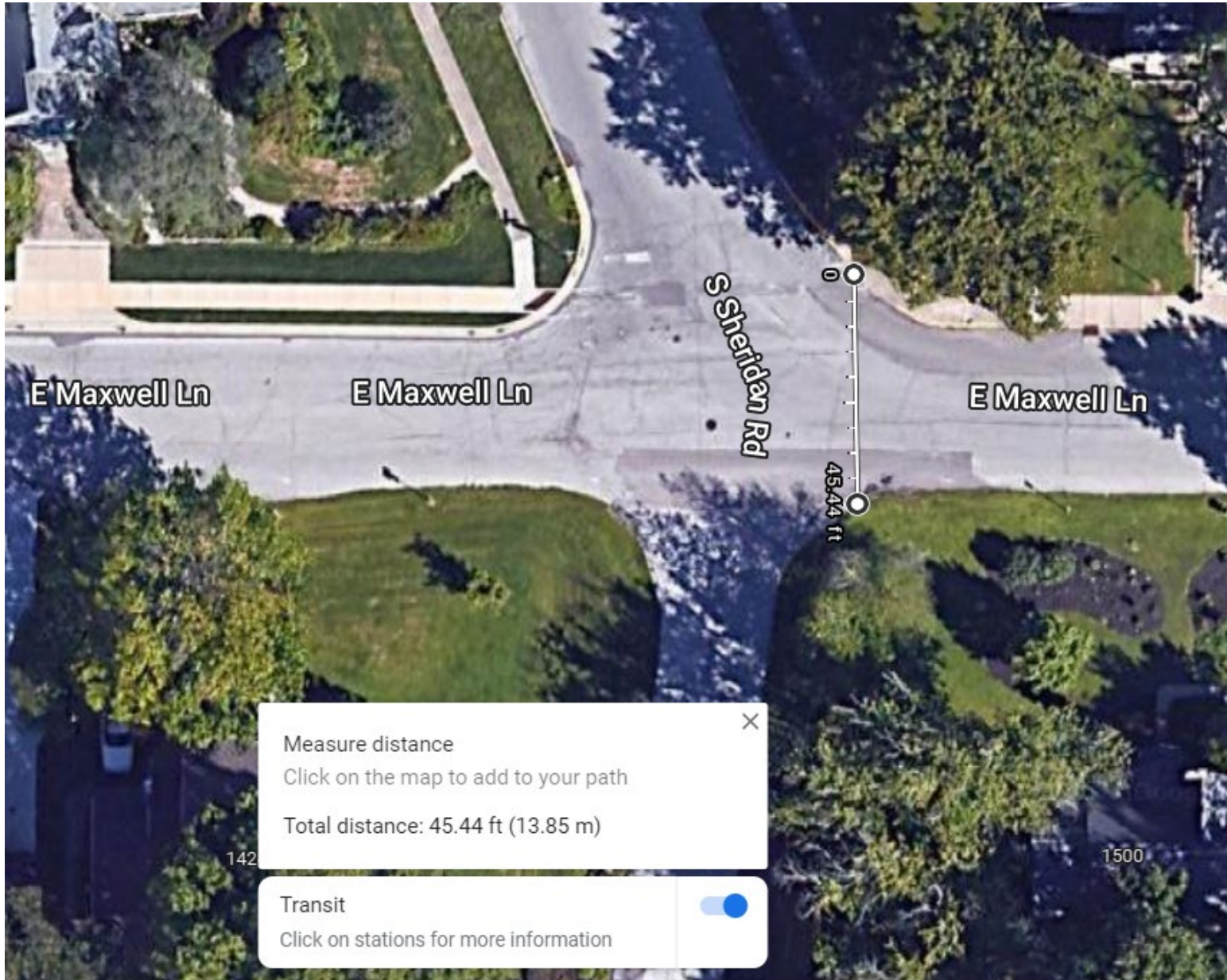
**Crossing Distance:**  
***Maxwell Ln. &  
Woodlawn Ave.  
Intersection  
(north to south)***

**Crossing Time:**  
***6 seconds***



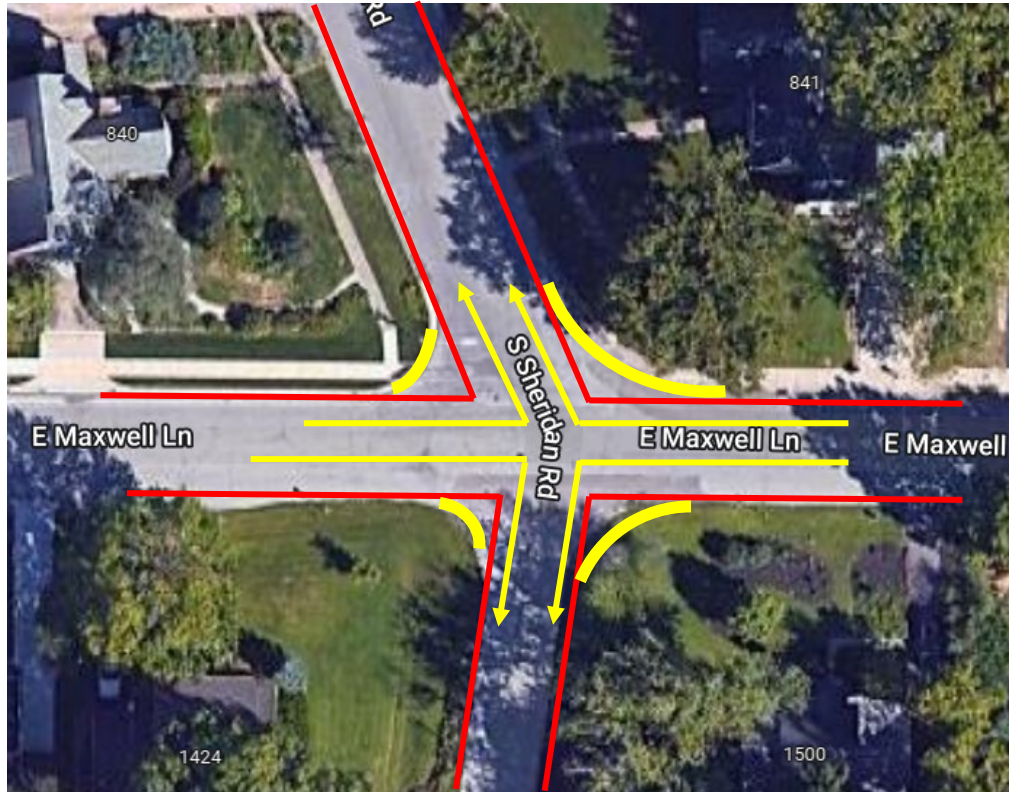
**Crossing Distance: Maxwell Ln. & Sheridan Dr. Intersection (north to south)**

**Crossing Time: 12 seconds**

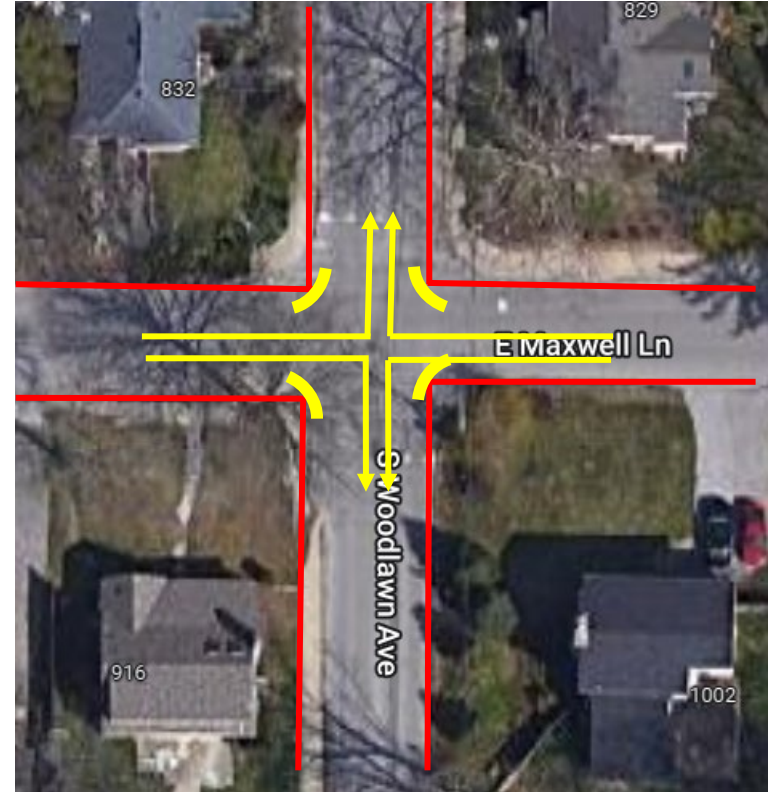


# Physical Characteristics:

## *Maxwell Ln & Sheridan Dr.*



## *Maxwell Ln. & Woodlawn Ave.*



800 S WOODLAWN AVE



Maxwell (west) →

→ Woodlawn (north)

Stella





Maxwell (west) →

→ Sheridan (north)

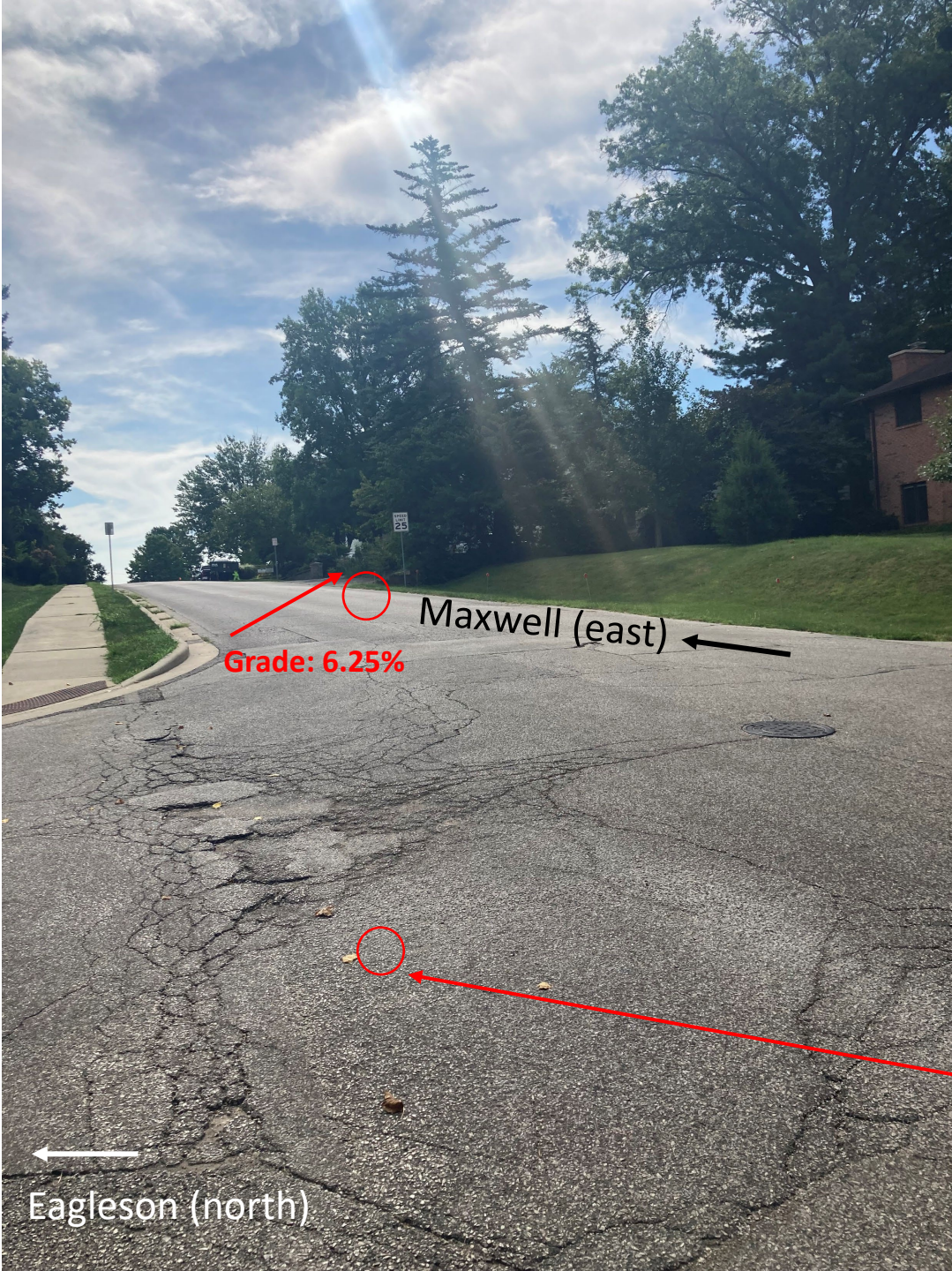
No parkway / road verge





Grade: 8.3%

Maxwell (east) ←



Maxwell (east)

Grade: 6.25%

Grade: 7.3%

Eagleson (north)

Grade: 5.2%

Maxwell (east)  
←



Grade: 5.2%

Maxwell (east)



800 S Sheridan Dr

Maxwell



Grade: 6.25%

Maxwell (east) ←

← Sheridan (north)





**View:**

***Maxwell (looking west); car cresting the hill from the pedestrian's point of view***



## Manual on Uniform Traffic Control Devices (MUTCD): “Guidance”

*The MUTCD “guidance” for all-way stop installations states that intersections “should” meet one of the following:*

1. An interim measure while awaiting traffic signals (not applicable)
2. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop\*
  - “Reported Crashes”
  - Proactive vs. reactive approach
3. Minimum volume thresholds\*
  - Conditions warranted by MUTCD vs. residential reality
  - Pedestrian, bicycle and vehicular volumes – not all were measured
4. Meeting a combination of the above criteria to at least 80% of values

*\* indicated by Engineering as not applicable in the July 27<sup>th</sup> report*

## Manual on Uniform Traffic Control Devices (MUTCD): “Guidance”

*In addition to those on the previous slide, the MUTCD lists several considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal traffic volumes and/or characteristics intersect. These include:*

1. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes ^
2. Stopping the direction that has obscured vision, dips, bumps that already require drivers to use lower operating speeds ^
3. Stopping the direction that has the longest uninterrupted flow approaching the intersection ^
4. High speeds or restricted view indicate a need for control by the stop sign ^
5. The need to control vehicle-pedestrian conflicts near locations that generate high pedestrian volumes \*
6. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop \*
7. The need to control left-turn conflicts \*

*^ not acknowledged by Engineering in the July 27<sup>th</sup> report*

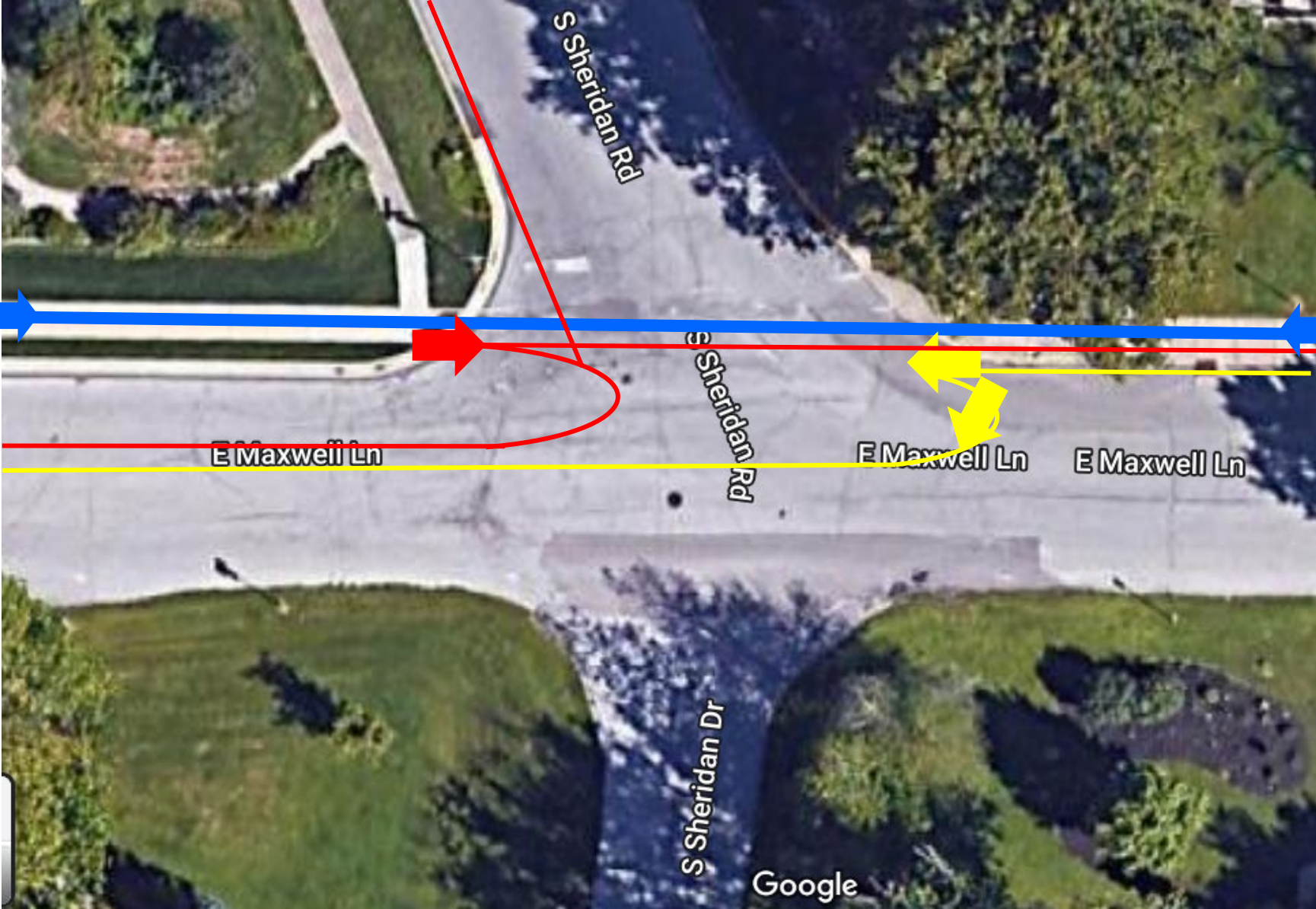
*\* indicated by Engineering as not applicable in the July 27<sup>th</sup> report*



- Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes ^



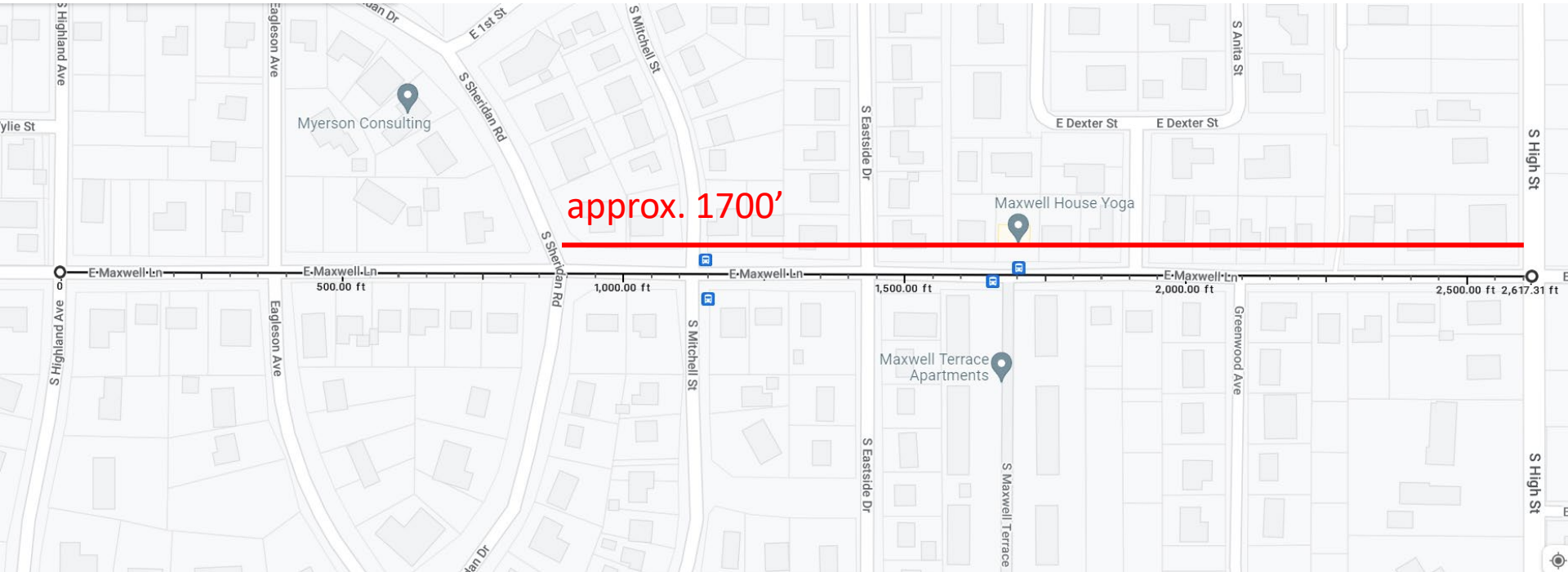
- The need to control vehicle-pedestrian conflicts near locations that generate high pedestrian volumes \**



- *Stopping the direction that has obscured vision ^*



- *Stopping the direction that has the longest uninterrupted flow approaching the intersection ^*



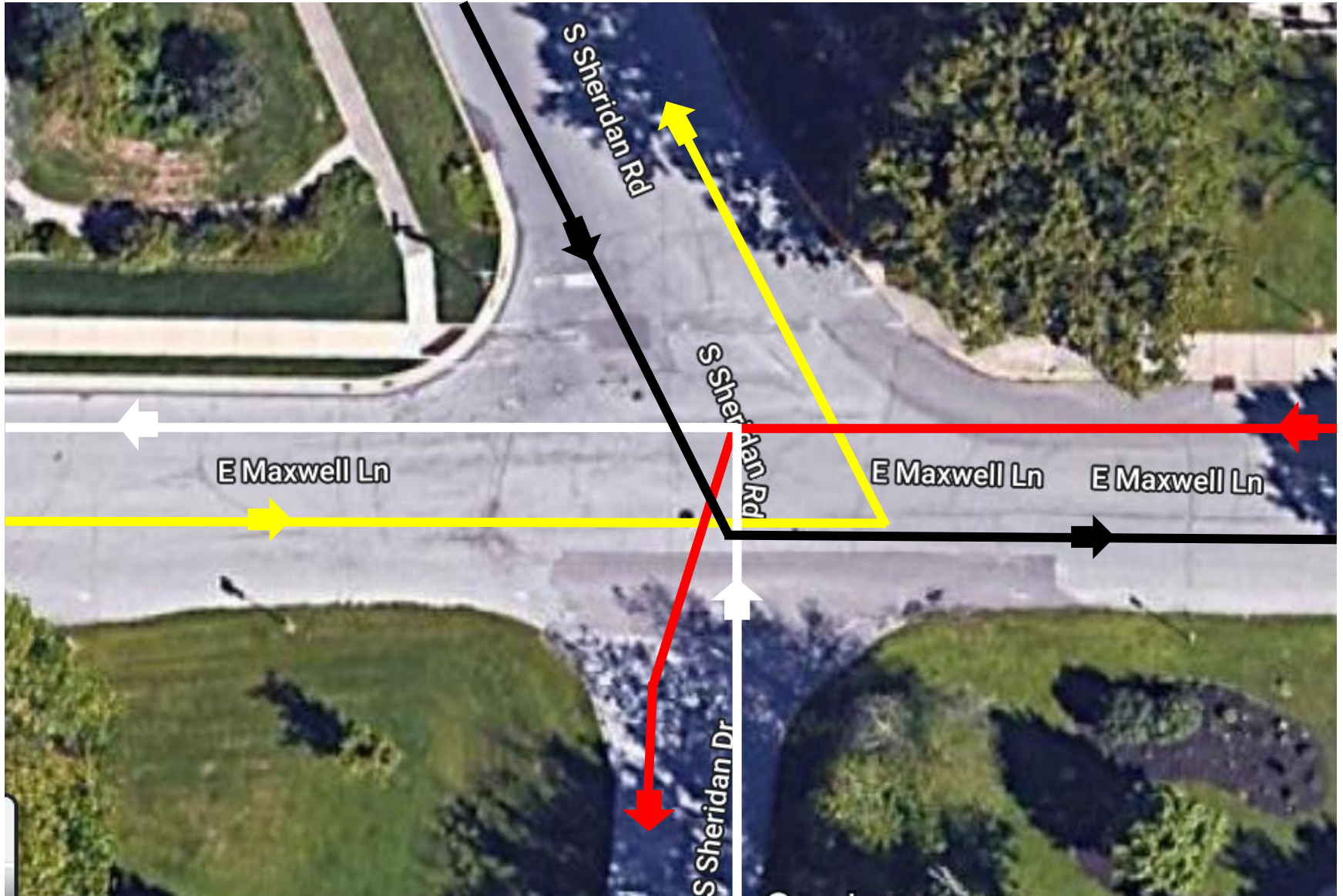
- *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop \**



- *NOTE: Re-painting the “Stop” line / threshold and crosswalk is necessary*



- *The need to control left-turn conflicts \**
  - *There are in fact 4 left-turn conflicts at this intersection, all due to poor sight lines*



**Considerations: *Visual Narrowing with Paint***



2<sup>nd</sup> St. & Washington St.  
*Painted bike/multi-use lane + parking*



Sheridan Dr. boulevard  
*Delineated parking spaces*



**Considerations: *Painted Encouragement***



**Considerations: *Additional Signage***



Hillside Dr. & Olive St.  
*Posted Speed Limit: 30 MPH*



S. Rogers St. (opposite Batchelor MS)  
*Posted Speed Limit: 30 MPH*

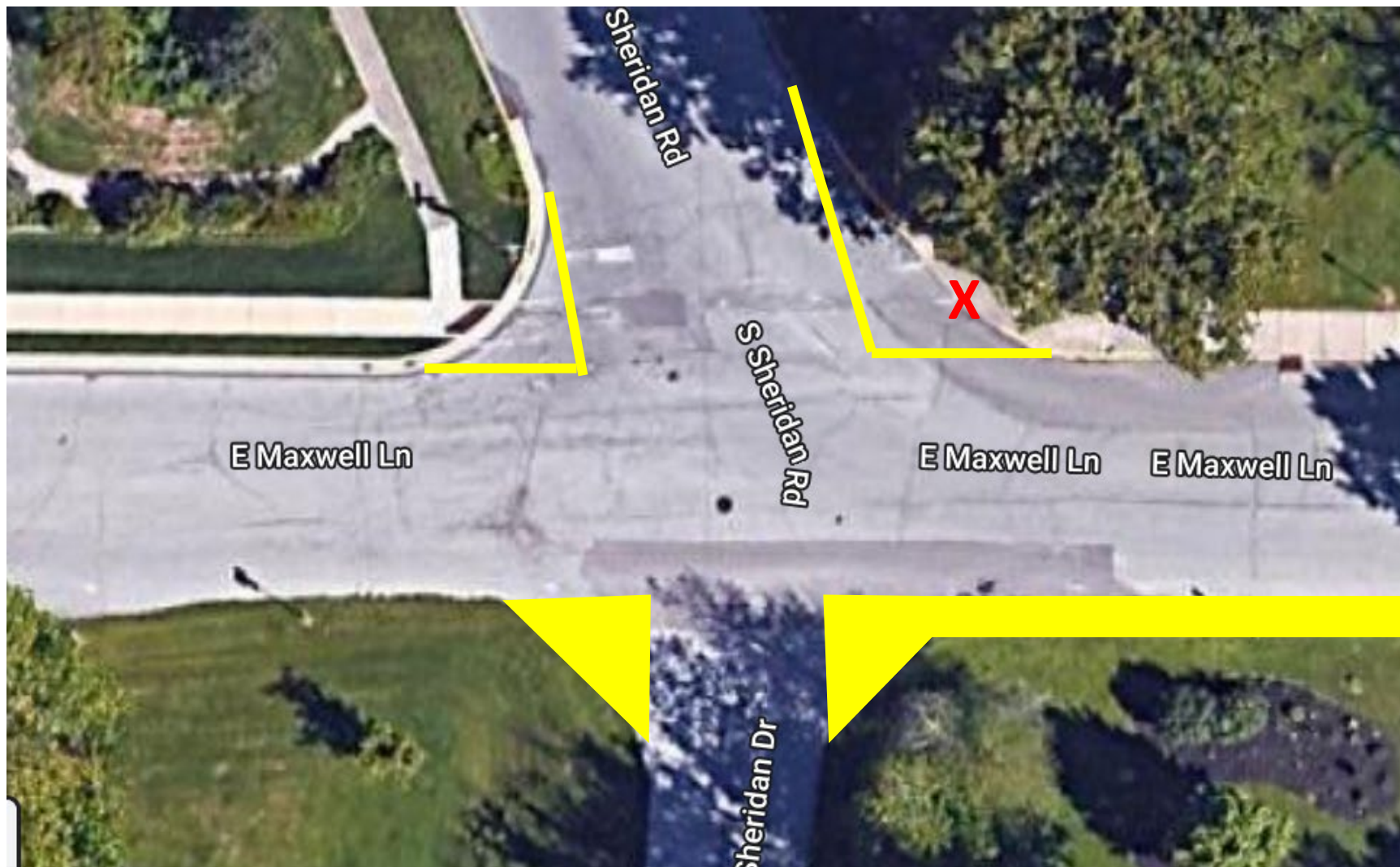
Considerations: *“Your Speed”* Signs



2<sup>nd</sup> St. opposite  
Rogers/Binford Elementary

## Considerations: *Potential Re-Engineering of the Intersection*

- New design for bisection
- Crosswalk apron on south-east (and potentially south-west) corner
- New sidewalk on south-east to join to Mitchell St. sidewalk and crosswalk
  - Would allow for a north-south crosswalk
- New ADA ramp for compliance





We deserve to cross the road safely.

Stopping traffic creates a safe crossing point.

Creating a safe crossing point at the intersection of Maxwell and Sheridan is the right way to go.



**UTILITY NOTES**

- 1) ALL PROJECTS WILL REQUIRE A PRE-CONSTRUCTION MEETING WITH THE CITY OF BLOOMINGTON UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR AND/OR DEVELOPER MUST CONTACT THE UTILITIES TECHNICIAN AT (812) 349-3633 TO SCHEDULE THE MEETING.
- 2) CONTRACTOR SHALL NOTIFY THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT ONE (1) WORKING DAY PRIOR TO CONSTRUCTION OF ANY WATER OR SANITARY SEWER UTILITY WORK. A CBU INSPECTOR MUST HAVE NOTICE SO WORK CAN BE INSPECTED, DOCUMENTED, AND A PROPER AS-BUILT MADE. WHEN A CONTRACTOR WORKS ON WEEKENDS, A CBU DESIGNATED HOLIDAY, OR BEYOND NORMAL CBU WORK HOURS, THE CONTRACTOR WILL PAY FOR THE INSPECTOR'S OVERTIME FOR CBU WORK HOURS AND HOLIDAY INFORMATION, PLEASE CONTACT THE CITY OF BLOOMINGTON UTILITIES ENGINEERING DEPARTMENT AT (812)349-3660.
- 3) SEE SPECIFICATIONS FOR SIZES OF WATER SERVICE LINES AND SEWER LATERALS NOT SPECIFICALLY NOTED ON THE PLANS.
- 4) MS-8, IF SHOWN ON THE PLANS, = MINIMUM SEWER ELEVATION. IT INDICATES THE LOWEST FLOOR ELEVATION THAT WILL ALLOW GRAVITY SEWER SERVICE WITHOUT A SPECIAL BACKWATER VALVE. ANY FLOOR ELEVATION THAT WILL BE SERVED BY GRAVITY SEWER MUST BE ABOVE THE RIM ELEVATION OF THE UPSTREAM SANITARY MANHOLE. IF NOT A BACKWATER VALVE MUST BE INSTALLED ACCORDING TO SEC. 400(A) OF THE UNIFORM PLUMBING CODE. SEE SPECIFICATIONS PACKET FOR MORE DETAIL.
- 5) ON ALL EXISTING SANITARY MAINS, WYES SHALL BE CUT AND SLEEVED IN PLACE BY CITY OF BLOOMINGTON UTILITIES PERSONNEL WITH CITY OF BLOOMINGTON UTILITIES FURNISHING ALL MATERIAL, EQUIPMENT, AND LABOR NECESSARY FOR INSTALLATION. DEVELOPER SHALL PROVIDE ALL NECESSARY EXCAVATION, SHORING, BACKFILL, AND SURFACE REPAIR. PLEASE CONTACT NANCY AXSON AT (812) 349-3689 FOR MORE INFORMATION.
- 6) WHEN CONNECTING A NEW PIPE TO AN EXISTING MANHOLE, THE MANHOLE SHALL BE CORE-DRILLED. PIPE SHALL BE CONNECTED TO THE MANHOLE BY EITHER A FLEXIBLE BOOT KOP-IN-SEAL, 1 OR 2 FLEXIBLE CONNECTOR OR APPROVED EQUAL TABLE AND TROUGH SHALL BE MODIFIED AS NECESSARY TO DIRECT THE FLOW FROM THE NEW PIPE. INVERT OF CONNECTION SHALL BE NO MORE THAN ONE FOOT HIGHER THAN THE INVERT OUT FOR THIS STRUCTURE.
- 7) IN ACCORDANCE WITH SECTION 4.3.2.1.5.1, OF THE CBU CONSTRUCTION SPECIFICATIONS ALL SEWER LATERALS SHALL HAVE A CLEAN-OUT AT LEAST EVERY 90 FEET. ALL CLEAN-OUTS, WHETHER IN GRASSY AREAS OR IN PAVEMENT, SHALL BE SUB-SURFACE AND PROTECTED BY A SUITABLE METAL CASTING SUCH AS EAST JORDAN CATALOGUE NO. 2975 OR NEENAH CATALOGUE NO. R-1074-A. IN GRASSY AREAS, THE CASTING SHALL BE PROVIDED WITH A CIRCULAR CONCRETE COLLAR FLUSH WITH THE TOP OF THE CASTING AND THE GROUND SURFACE. THE COLLAR SHALL BE MINIMUM 4" THICK AND SHALL EXTEND AT LEAST 8" BEYOND THE OUTSIDE OF THE CASTING ON ALL SIDES. IN PAVEMENT, THE TOP OF THE CASTING SHALL BE FLUSH WITH THE SURROUNDING PAVEMENT. TOP OF CLEAN-OUT SHALL BE NO MORE THAN 3" BELOW THE TOP OF THE CASTING. A #10 INSULATED SOLID COPPER LOCATOR WIRE SHALL BE WRAPPED AROUND ALL NON-METALLIC PIPES SO THAT ONE REVOLUTION IS MADE AT LEAST EVERY PIPE JOINT. SPLICES ARE TO BE MADE WITH AN APPROVED CONNECTOR, AND ARE TO BE SUITABLY PROTECTED AGAINST CORROSION. THE WIRE IS TO BE BROUGHT TO THE SURFACE WITH A CLEAN-OUT IN A CASTING. ALSO SEE THE CBU CONSTRUCTION SPECIFICATIONS FOR THE "STANDARD SANITARY LATERAL CLEAN-OUT DETAIL #19".
- 8) WHEREVER C900 PIPE IS USED FOR SEWER, ALL WYES SHALL BE HARCO, SIZED FOR C900 ON THE RUN AND SDR-35 ON THE BRANCH. TRANSITION FROM C900 TO SDR-35 PIPE SHALL BE MADE BY USE OF A HARCO C900 TO SDR-35 ADAPTER WYES. ALL D.I.P. USED FOR SANITARY SEWER SHALL HAVE CERAMIC EPOXY LINING, MINIMUM THICKNESS 40 MILS, AND SHALL BE PROTECTO 401, AS MANUFACTURED BY INDOURON PROTECTIVE COATINGS. WYES FOR D.I.P. TO SDR-35 ADAPTER WYES.

**UTILITY KEY NOTES**

- WATER LINE NOTES (W)
1. DOMESTIC WATER METER IN VAULT
  2. 12" x 6" TAPPING VALVE AND SADDLE
  3. POST INDICATOR VALVE
  4. FIRE DEPARTMENT CONNECTION
  5. RESET EXISTING MAIN HOLE CASTING
  6. EXISTING 30" STEEL CASING, DO NOT DISTURB
  7. SEE PLUMBING PLAN FOR CONTINUATION OF WATER AND FIRE
- SANITARY SEWER NOTES (S)
1. 8" SANITARY LINE FROM BUILDING. SEE PLUMBING PLAN.
  2. PVC SDR 35 SANITARY CLEANOUT PER CBU STANDARD DETAIL 19 (SEE DETAIL ON DETAILS SHEET).
  3. SANITARY MAN HOLE. SEE DETAIL
- STORM SEWER NOTES (D)
1. EXISTING STRUCTURE AND PVC PIPE SHALL REMAIN
  2. 12" INSERT A TEE CONNECTION INTO EXISTING CMP PIPE CUT EXISTING CMP PIPE FOR 12" INSERT A TEE. INSTALL PER MANUFACTURERS REQUIREMENTS.
  3. 8" ROOF DRAIN PIPE. SEE PLUMBING PLAN FOR CONTINUATION.
  4. GRAVEL FRENCH DRAIN WITH UNDERDRAIN. SEE DETAIL SHEET
  5. 6" PIPE FROM FLOOR DRAIN. SEE PLUMBING PLAN FOR CONTINUATION.
  6. FLOOR DRAIN. SEE PLUMBING PLAN
  7. 12" PIPE FROM GARAGE DRAINS. SEE PLUMBING PLAN FOR CONTINUATION
  8. OIL WATER SEPARATOR STREAM MODEL @ 05100.
  9. CONTECH CMP DETENTION SYSTEM. 3 LENGTHS OF 36" CMP. CONTRACTOR SHALL PROVIDE COMPLETE SHOP DRAWINGS FOR THE SYSTEM
  10. ADJUST CONCRETE STORM LID TO FINISH GRADE
  11. CONNECT EXISTING STORM PIPE TO BOX CULVERT. CORE AND REMOVE BLOCKS AS NECESSARY AND NEW PIPE GROUT IN PLACE.
  12. FIELD VERIFY CONDITION OF BOX CULVERT FOR INSTALLATION OF STR USE. REMOVE EXISTING CULVERT BLOCKS AND INSTALL PREFABRICATED 3 SIZED CONCRETE STRUCTURE OVER EXISTING CULVERT OPENING. CONTRACTOR SHALL PROVIDE CERTIFIED SHOP DRAWINGS FOR STRUCTURE.
- ELECTRIC NOTES (E)
1. EXISTING ELECTRICAL SPLICE BOX SHALL REMAIN. RESET IN NEW SIDEWALK. COORDINATE WITH DUKE
  2. RELOCATED ELECTRICAL LINE BY DUKE ENERGY. COORDINATE RELOCATION WITH DUKE.
  3. EXISTING ELECTRICAL LINE LOCATION. LINE WILL BE RELOCATED BY DUKE. COORDINATE WITH DUKE ENERGY.
  4. NEW LARGE DUKE PREFABRICATED PIT PAD BY CONTRACTOR. COORDINATE WITH DUKE
  5. PVC CONDUITS BY SITE CONTRACTOR FOR DUKE POWER LINE FEEDS. COORDINATE WITH ELECTRICAL PLANS.
- PAVEMENT (P)
1. ASPHALT PATCH IN ALLEY AFTER UTILITY WORK IS COMPLETE
  2. REINSTALL EXISTING SIGN AT COMPLETION OF PROJECT
- GAZ
1. ADJUST EXISTING GAS VALVE TO FINISH GRADE. SEE GRADING PLAN

**UTILITY CONTACTS**

AT&T (Phone) Brent McCabe - (812) 334-4521  
4517 E. Indiana Bell Ct.  
P.O. Box 56  
Bloomington, Indiana 47408  
bmi1792@att.com

COMCAST (Cable) Scott Cripe (812) 322-9612  
2450 S. Henderson St.  
Bloomington, IN 47401  
scott\_cripe@cable.comcast.com

UDW REMC 812-384-4446  
1466 West State Road 54  
Bloomfield, IN 47424

VECTREN (Gas) Doug Anderson (812) 330-4031  
205 S. Madison  
Bloomington, IN 47404  
danderson@vectren.com

CITY OF BLOOMINGTON UTILITIES (Water/Sewer) Nancy Axson (812) 349-3689  
600 E. Miller Dr.  
Bloomington, IN 47402  
axsonn@bloomington.in.gov

**335 W. 8th Street**  
335 W. 8th Street  
Bloomington, Indiana  
47404

**Owner**  
**PEERLESS DEVELOPMENT**  
501 North Clinton Street  
Chicago, Illinois 60654

**Architect**  
**RATIO**  
101 South Pennsylvania Street  
Indianapolis, Indiana 46204  
317-633-0400

**Structural Engineer & BRUMLEVE, INC.**  
550 Virginia Avenue  
Indianapolis, Indiana 46203  
317-423-1550

**Mechanical / Electrical Engineer**  
**CIRCLE DESIGN GROUP**  
9229 Delegates Row, Suite 150  
Indianapolis, Indiana 46240  
317-781-6200

**Civil Engineer**  
**SMITH DESIGN GROUP**  
2755 East Canada Drive, Suite 101  
Bloomington, Indiana 47401  
812-336-6536

**Technology Consultant**  
**ENGINEERING PLUS**  
9018 Heritage Parkway, Suite 1000  
Woodridge, Illinois 60517  
630-786-4200

**Interior Designer**  
**CLINE DESIGN**  
125 N. Harrington St.  
Raleigh, NC 27603  
704-333-7272

04/15/2022

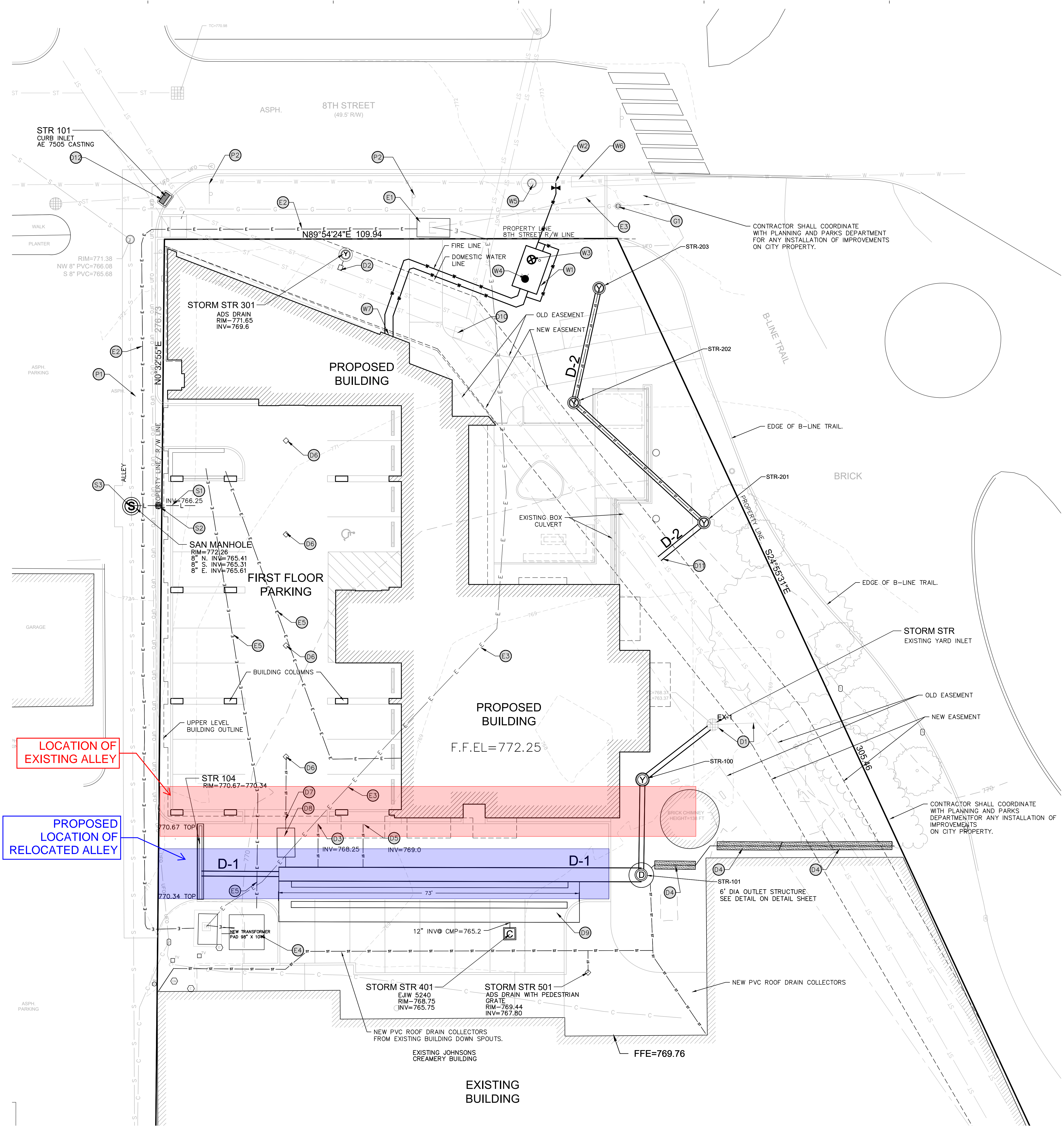


SHEET ISSUE		
1	100% DD	2/3/2022
2	GRADING PERMIT SUBMITTAL	3/10/2022
3	50% CD SET	3/17/2022
4	CBU SUBMISSION	3/23/2022
5	GMP AND PERMIT SET	4/15/2022



PROJECT NO. 21041.000  
SHEET TITLE  
**UTILITY PLAN**

SHEET NUMBER  
**C201**



LOCATION OF EXISTING ALLEY

PROPOSED LOCATION OF RELOCATED ALLEY

