



## Packet Related Material

### Memo Agenda Calendar

### Notices and Agendas:

Agenda for Jack Hopkins Social Services Funding Committee Presentation  
Hearing on Monday, May 17, 2004 at 5:30 p.m. in the Council Chambers

### Reports

#### Supplemental Tax Abatement Report

- Memo from Ron Walker, Director of Economic Development; Power Point Presentation; CF-1 for Printpack; CF-1 and Photos of Habitat for Humanities Projects; Site Plan and Photos of Hopewell Project; CF-1 and Addendum for PTS Electronics

Contact: Ron Walker at 349-3534 or [walker@bloomington.in.gov](mailto:walker@bloomington.in.gov)

### Legislation for Final Action:

**Res 04-08** To Designate an Economic Revitalization Area, Approve a Statement of Benefits, Authorize a Period of Tax Abatement, and Declare Intent to Waive Certain Statutory Requirements - Re: 1300 S. Patterson Drive (Cook Pharmica, LLC, Petitioner)

*(Please see the packet distributed on May 7<sup>th</sup> for the May 12<sup>th</sup> meeting for the legislation and background material)*

Contact: Ron Walker at 349-3534 or [walkerr@bloomington.in.gov](mailto:walkerr@bloomington.in.gov)

**Res 04-10** To Rescind Resolution 02-13 and Resolution 02-14 and Terminate Tax Deduction for Improvements to Real Estate - Re: 2305 West Rockport Road (Winterwood Properties, LLC, Spring Lake Development, and Mr. and Mrs. Hartman, Owners)

- Memo from Ron Walker, Director of Economic Development; Letter Providing Notice of Hearing; Res 02-14; Statement of Benefits

Contact: Ron Walker at 349-3534 or [walkerr@bloomington.in.gov](mailto:walkerr@bloomington.in.gov)

**Ord 04-09** To Amend the Bloomington Zoning Maps from RS 3.5/PRO6 To PUD and to Amend the Preliminary Plan for the Renwick Planned Unit Development (PUD) - Re: 2410 East Moores Pike (Ramsey Land Development, Petitioner)

*(Please see the packet distributed on April 30<sup>th</sup> for the May 5<sup>th</sup> Regular Session to read the legislation and related background material)*

Contact: Tom Micuda at 349-3459 or micudat@bloomington.in.gov, or  
Pat Shay at 349-3524 or shayp@bloomington.in.gov

**Legislation and Background Material for First Reading:**

**Ord 04-11** To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles And Traffic” - Re: Certain Stop and Signalized Intersections, Speed Zones, and Parking Regulations

- Memo from Justin Wykoff, Manager of Engineering Services; Maps and Analysis; Am 1 with Engineering Memo; Am 2 with Engineering Memo; Am 3 with Engineering Memo

Contact: Justin Wykoff at 349-3593 or wykoffj@bloomington.in.gov

**Minutes from Regular Session:**

None

**Memo**

**Reminders of Meetings**

**Jack Hopkins Social Services Funding Committee Presentation Hearing on Monday, May 17<sup>th</sup> in the Council Chambers at 5:30 p.m.**

**Budget Retreat on Saturday, May 22<sup>nd</sup> in the Cascades Golf Course Clubhouse at 3550 North Kinser Pike from 9:00 p.m. to Noon**

**One Report, Three Items for Final Action, One Item for Introduction at the Regular Session on May 19<sup>th</sup>**

Next week promises to be busy one with a Jack Hopkins Social Services Committee meeting on Monday night, a Regular Session on Wednesday night, and the Budget Retreat on Saturday morning. There will be one report, three items ready for final action, and one item ready for introduction at that Regular Session. Information for those items will be found in your packets from the April 7<sup>th</sup>, May 5<sup>th</sup>, May 12<sup>th</sup>, and May 19<sup>th</sup> meetings. The following chart briefly notes the matters to be acted upon next Wednesday and is followed by a summary of the new items on the agenda.

## **May 19<sup>th</sup> Regular Session**

### **Reports**

#### **Supplemental Tax Abatement Report (Ron Walker)**

### **Final Actions**

#### **Res 04-08**

Designating an ERA, Approving a Statement of Benefits, Authorizing a 10-Year Tax Abatement, and Declaring Intent to Waive Certain Statutory Requirements for \$19 Million of Improvements to Real Estate and \$17 Million in New Equipment – Re: Building Two at the IEC (Cook Pharmica, LLC, Petitioner)

#### **Res 04-10**

Rescinding Res 02-13 and Res 02-14 Which Designated an ERA, Approved a Statement of Benefits, and Authorized a 10-Year Tax Abatement for a 24-Unit Housing Project at 2305 West Rockport Road (Formerly Owned by Buyers Only Real Estate)

#### **Ord 04-09**

Rezoning the 80-Acre Ramsey Farm from RS 3.5/PRO6 to PUD and Approving a Preliminary Plan for 364 Units of Mixed Residential Uses, a Village Commercial Center with a 22,000 s.f. Footprint, and a Roundabout on Moores Pike (Ramsey Land Development, Petitioners).

### **First Readings**

#### **Ord 04-11**

Amending Title 15 (Vehicles and Traffic) Regarding Certain Stop and Signalized Intersection, Speed Zones, and Parking Regulations. (Please Note that it is Accompanied By Three Amendments Proposed by the Traffic Commission.)

## **Reports**

### **Supplemental Tax Abatement Report**

Ron Walker, Director of Economic Development, has submitted a Supplemental Tax Abatement Report for you to consider next week. It follows-up on the Annual Tax Abatement Report he presented on April 7<sup>th</sup>, which gave you an opportunity to decide whether entities who were granted a tax abatement have substantially complied with

the terms of the tax abatement. At the conclusion of that report you adopted motions that:

- Requested Ron to file this Supplemental Report covering property owners who had not submitted the CF-1 form which, as you recall, shows the extent of compliance with the terms of the tax abatement.
- Declared your intent to rescind the tax abatement for 24-unit housing project on Rockport Road originally granted for Buyers Only Real Estate (see Res 04-10 further along in this memo and packet); and
- Adopted the Report finding the other projects in compliance with the terms of their abatements.

### **Supplemental Report**

The Supplemental Report includes three projects which had not filed a CF-1 and one project that has since submitted an amended form. They are briefly noted below:

Name of Petitioner      Name and Site of Project      Legislation

### **Evaluation of Three Projects with Recently Submitted CF-1 Forms**

**Printpack (formerly Independent Packaging, Inc.)**      303 North Curry Pike      Res 93-18 as modified by  
Res 97-07 &  
Res 99-35

Status of Project - This manufacturing concern was approved for three tax abatements – in 1993, 1997 & 1999. All three approvals were tied to the installation of new manufacturing equipment and the last one was also tied to improvements to real estate. It appears this business has not sought the deductions afforded by this abatement. Ron notes that Printpack exceeded its overall investment goals (but was a little below the expected investment in real estate), exceeded its employment goals, and recommends that Printpack be found in substantial compliance with the terms of the tax abatement.

**Habitat for Humanity**      410, 412 & 414      Res 95-11  
North Hay Street

Status of Project – Habitat is a non-profit entity which constructed three homes and arranged to sell them to low-income households. Neither Habitat nor the property owners are familiar with property taxes and they have been late in filing this form in the past. Ron notes that the three homes are complete and occupied by low-

income owners, and recommends that they be found in substantial compliance.

**Renaissance Rentals, LLC**      1421 & 1425 West 6<sup>th</sup> Street      Res 96-14  
*(now under ownership of Peoples State Bank)*

Status of Project - This project included two apartment buildings owned by the Center for Behavior Health and used by its clients, and a 12 two-story attached townhome project for first time homebuyers. While the buildings owned by the Center for Behavioral Health are completed and serving their intended purposes, Ron notes that the townhome project is only partially completed, has met serious constraints on development, and is now owned by Peoples State Bank. The bank has been working with the City to amend the PUD, change the terms of the tax abatement (if necessary), and finish the project. Ron recommends that you give the bank an additional year to pursue these changes.

### **Evaluation of One Company with a Recently Revised CF-1 Form**

**PTS Corporation**      305 North Curry Pike      Res 99-09

Status of Project – Ron notes that the business provided estimates of employment based upon all three of its sites in the community. The revised Statement of Benefits indicates that it exceeded the target for investment and reached 81% of its target for new employment. Ron recommends that it be found in substantial compliance with the terms of the abatement.

### **Action by the Council**

After Ron gives his report and answers your questions, the Council will need to take action on the Supplemental Report. Unless you indicate otherwise, I will prepare motions the following motions for next Wednesday:

- Extend and Re-Evaluate Next Year (Hopewell)
- Adopt the Report and Approve the Recommendation

Please consider a further motion that evening. It would authorize the President of the Common Council to sign past CF-1 forms for projects that were found in substantial compliance in previous years but where the form had not been signed. We have been asked to provide proof that we have found these businesses in substantial compliance with the terms of their abatement and want to simplify the means we use to do so.

## Second Readings and Final Actions

### **Item Two - Res 04-10 Rescinding Res 02-13 and Res 02-14 and Terminating the Tax Deduction for a 24-Unit Housing Project Located at 2305 West Rockport Road (Formerly Owned by Buyers Only Real Estate)**

Res 04-10 comes forward as a result of a motion adopted by the Council at the end of the presentation of the Annual Tax Abatement Report on April 7<sup>th</sup>. It proposes the termination of a tax abatement for a 24-unit housing project and the removal of the Economic Revitalization Area (ERA) designation for 2305 West Rockport Road.

#### History of this Tax Abatement

Ron Walker, Director of Economic Development, has provided a memo regarding this tax abatement, which is included in this packet. It notes that in 2002 the Council approved Res 02-14, which designated the site as an ERA, modified the Statement of Benefits, and authorized a 10-year tax abatement for this affordable housing project. At that time, the applicant and former owner of the project, Buyers Only Real Estate, proposed building 24 nice 1,440 s.f. townhome/condominium units to be purchased by low and moderate income households. In particular, the terms of the tax abatement required:

- the developer to:
  - construct 24, 1,440 s.f. town homes at a cost of \$1.6 million;
  - set aside at least 5 units for households with low-to-moderate income for the entire term of the abatement; and
  - initially sell at least half (12) of the units to households with an income at or below 80% of median income and at least a sixth (4) of the units to households with an income at or below 50% of median income for Monroe County; and
- the person receiving the tax abatement to live in the dwelling units.

The project fell behind schedule, went over budget, and lost some of the potential buyers for the individual units. Eventually a partner, the builder, and other persons related to the project acquired it, abandoned the plan to sell the units, and rented them out at market rate. Some of the new owners were not aware of the tax abatement and none of them had filed the CF-1 form showing the extent of compliance with the terms of the tax abatement. When approached by Ron Walker, they expressed interest in setting aside 5 or 6 units for Section 8 tenants and retaining the tax abatement on those amended terms. Ron notes that while the Section 8 program

serves persons with low-to-moderate income, it also benefits landlords by providing a reliable source of rent at a fair market rate during a time where there is an oversupply of 2 to 3 bedroom dwelling units.

Please let me know early next week if any of you want to retain this tax abatement on these new terms, so that I can prepare amendments to the resolution or develop other procedures that begin the process of accomplishing this.

### Procedure for Terminating Tax Deduction and Rescinding the Economic Revitalization Area

I.C. 6-1.1-12.1-5.9 sets forth the procedure for terminating a tax abatement. Under its provisions, the Council must:

- Initially determine whether the property owner has substantially complied with the Statement of Benefits and whether the failure to comply was not due to factors beyond the control of the property owner;
  - *The Council took this step on April 7<sup>th</sup> by adopting a motion to that effect during consideration of the Annual Tax Abatement Report on April 7<sup>th</sup>.*
- mail notice of that determination, the reasons for it, and the date, time, and place of the public hearing which must be held by the Council to further consider this matter;
  - *The Council Administrator/Attorney sent letters to the names of property owners provided by Ron Walker and by the Perry Township Assessor's Office (Please see a copy of one letter in the packet).*
- hold the public hearing to further consider the owners' compliance with the Statement of Benefits;
  - *The public comment for Res 04-10 will serve as that public hearing.*
- again determine whether the property owners have made reasonable efforts to substantially comply with the Statement of Benefits and whether any failure to do so was due to factors beyond their control;
- adopt a resolution terminating the tax deduction if it finds that the owners have not made reasonable efforts to comply with the Statement of Benefits and that their failure to do so was not due to factors beyond their control;
  - *Res 04-10 recites the history of this project, makes those finding, and rescinds Res 02-13 and Res 02-14, which designated the property as an ERA, approved the Statement of Benefits, and authorized a 10-year deduction .*

- send a certified copy of the resolution to property owners and the County Auditor;
  - *Res 04-10 directs the City Clerk to send this material to the foregoing persons.*

As noted above, the resolution not only terminates the deduction but also removes the ERA designation. This designation, as you recall, is based upon your determination that the property is not susceptible to normal growth and development, and does not depend upon the owner's substantial compliance with the Statement of Benefits. If any of you wish for this property to retain this designation, please contact me early next week, in order to give me time to prepare the appropriate amendment.

## **First Readings**

### **Item One – Ord 04-11 – Amending Title 15 (Vehicles and Traffic) and Accompanied By Three Amendments Proposed By the Traffic Commission**

**Ord 04-11** amends Title 15 of the BMC entitled “Vehicles and Traffic” by proposing changes to certain stop and signalized intersections, speed zones, and parking regulations. Please note that there are three amendments to the ordinance, which along with the body of the ordinance, are explained below.

#### **Stop and Multi-Stop Intersections**

|  |  |
|--|--|
| 7 <sup>th</sup> and Monroe (Section #1)(Map #1)  | Deletes reference to a non-existent stop.            |
| Arlington Heights and other west side annexation areas north of 3 <sup>rd</sup> Street (Section #2) (Maps 2 & 3) | Codifies existing stops in these newly annexed area. |
| Gourley and Monroe (Northbound) (Section #3) (Map 4)   | Same   |

#### **Signalized Intersections**

|   |  |
|---|--|
| College Mall Road and Buick Cadillac Blvd. (Section #4)(Map #5) | Codifies new signal that was installed as part of the College Mall Road improvements |
|---|--|



## **Change in State Speed Limits**

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|--|--|
| Arlington Road from Monroe to corporate limits (Section #5)(Map 6) | Codifies existing 40 mph speed limit in newly annexed area. (State speed limit would ordinarily be 30 mph) |
|--|--|

## **Downtown Parking Regulations**

### New Two Hour Parking

|  |   |
|--|---|
| N. Morton Street by the Depot (Sections 6, 9 & 12) (Maps 7, 13 & 18) | Converts parallel parking for County employees into 2 hour angled parking for the public. |
|--|---|

|  |  |
|--|--|
| North side of 9 <sup>th</sup> Street between College and Walnut (Section 9) (Map 14) | Converts side of block from unrestricted to 2 hour parking |
|--|--|

### New 30 Minute Parking

|  |  |
|--|--|
| West side of North Walnut Street from 9 <sup>th</sup> Street extending 50 feet south (Sections 8 & 9) (Maps 11 & 15) | Converts a 2 hour parking space to a 30 minute space |
|--|--|

|   |   |
|---|---|
| College Avenue by Graham Plaza (Section 9) (Map 12) | Converts a 2 hour parking space to a 30 minute parking space. |
|---|---|

### Adding and Removing Accessible Parking

|  |  |
|--|--|
| 508 N. Morton Street (Section 10) (Map 16) | Converts spaces by the former Adult Day Care from accessible parking to public parking |
|--|--|

|  |  |
|--|--|
| North College Avenue by Graham Plaza (Section 11) (Map 17) | Adds an accessible parking space by the building that was formerly in the adjacent parking garage. |
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### Temporary Unrestricted Parking

|   |   |
|---|---|
| Both sides of 8 <sup>th</sup> Street from Morton to College (Section 12) (Map 18) | Converts County employee parking to unrestricted parking (Note: area is now a construction zone and the parking regulations will be changed before the street opens.) |
|---|---|

### **No Parking Zones Outside Downtown (Section 7 of the Ordinance)**

|  |   |
|--|---|
| Eastside Drive from 1 <sup>st</sup> to 2 <sup>nd</sup> (West side) (Map 8) | Removes parking from the west side of this narrow street (which is 26 to 28 feet wide). The neighbors requested the change and chose the west side even though it would provide 3 more spaces. (See Engineering Department's recommendation behind Map 8) |
|--|---|

|   |   |
|---|---|
| Franklin Road from 3 <sup>rd</sup> Street to dead end (West side) (Map 9) | Removes parking from the west side of the street in order to provide two 9 feet travel lanes. Ken Nunn requested removal of parking and Engineering Department recommended the removal of parking on the west side since it provided more parking spaces. (See Engineering Recommendation behind Map 9) |
|---|---|

|  |  |
|--|--|
| Grimes Lane from Woodlawn to Henderson (Both sides) (Map 10) | Removes parking from both sides of this street except for a few spaces on the south side by Henderson to conform to recent public improvements here. |
|--|--|

### **Neighborhood Parking Zones**

|   |  |
|---|--|
| Hawthorne Drive from Southdowns to dead end (Section 13) (Map 19) | Extends the Elm Heights Neighborhood Parking Zone (Zone 1) one block south |
|---|--|

### **Three Amendments**

There are three amendments to the ordinance included in this packet. They are a result of a procedure established a number of years ago to handle instances where the Traffic Commission and Engineering Department disagreed upon a recommendation for change in the code. In those instances, the disagreed upon recommendation comes forward as an amendment proposed by the party who favored it. Here the Traffic Commission recommends three amendments to the code that are not supported by the Engineering Department. These amendments, like any other amendments to an ordinance, will need to be introduced and seconded before they can be formally discussed and voted upon by the Council.

#### **Amendment 1 – Multi-Way Stop at Euclid and Howe**

Prospect Hill resident, Brenda McNellan, requested a multi-way stop at Euclid and Howe, and the recommendation of the Traffic Commission was supported by Councilmember Sturbaum as well as other residents in the area. The Engineering Department, however, looked at the record of accidents (3 in the last 8 years) and vehicular speeds (the 85 percentile vehicle traveled at less than the posted speed limit of 30 mph) and found that a multi-way stop was not warranted at this intersection. Instead, it recommends that parking be restricted for 30 feet from the corner, which does not require an amendment to our code. *Please see the Engineering Memo behind the amendment for the background material on this matter.*

#### **Amendment 2 – Multi-Way Stop at Dunn Street and Smith Avenue**

Dan Gorayeb requested the multi-way stop after witnessing an accident at the intersection of Dunn Street and Smith Avenue. Although acknowledging that there were an “alarming amount of accidents” here, the Engineering Department found that a multi-way stop was not warranted by the Manual of Uniform Traffic Control Devices (Manual). After reading that the parked cars were cited by several of the motorists as a reason for the accidents, the Engineering Department recommends extending the yellow curb and actively enforcing the parking prohibitions as a means of reducing further accidents. *Please see the Engineering Memo behind the amendment for the background material on this matter.*

### Amendment 3 – Signalized Intersection at Atwater Avenue and Henderson Street

Nancy Harms of the Traffic Commission and Rob Fischman requested a signal for the intersection of Atwater Avenue and Henderson Street last year. The Traffic Commission recommended the change last year. The Engineering Department found that the number of accidents (car on car, not car on person) and volume of pedestrians were high enough to warrant a signal, but the previous administration directed the Engineering Department to explore other alternatives. As a result of this directive, the Engineering Department installed additional, larger signs in January and now proposes additional measures, which are depicted in the background material. They include an island dividing traffic on North Dunn, signal poles, and a crosswalk with button that would be activated flashing lights. *Please see the Engineering Memo behind the amendment for the background material on this matter.*

**NOTICE AND AGENDA  
BLOOMINGTON COMMON COUNCIL REGULAR SESSION  
7:30 P.M., WEDNESDAY, MAY 19, 2004  
COUNCIL CHAMBERS  
SHOWERS BUILDING, 401 N. MORTON**

**I. ROLL CALL**

**II. AGENDA SUMMATION**

**III. APPROVAL OF MINUTES FOR: None**

**IV. REPORTS FROM:**

- 1. Councilmembers**
- 2. The Mayor and City Offices**
  - Supplemental Tax Abatement Report
- 3. Council Committees**
- 4. Public**

**V. APPOINTMENTS TO BOARDS AND COMMISSIONS**

**VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS**

1. Resolution 04-08 To Designate an Economic Revitalization Area, Approve a Statement of Benefits, Authorize a Period of Tax Abatement, and Declare Intent to Waive Certain Statutory Requirements – Re: 1300 S. Patterson Drive (Cook Pharmica, LLC, Petitioner)

Committee Recommendation: Do Pass 8 – 0

2. Resolution 04-10 To Rescind Resolution 02-13 and Resolution 02-14 and Terminate Tax Deduction for Improvements to Real Estate – Re: 2305 West Rockport Road (Winterwood Properties, LLC, Spring Lake Development, and Mr. and Mrs. Joseph Hartman, Owners)

Committee Recommendation: None

3. Ordinance 04-09 To Amend the Bloomington Zoning Maps from RS 3.5/PRO6 to PUD and to amend the Preliminary Plan for the Renwick Planned Unit Development (PUD) – Re: 2401 East Moores Pike (Ramsey Land Development, Petitioner)

Committee Recommendation: Do Pass 3 – 1 – 4

**VII. LEGISLATION FOR FIRST READING**

1. Ordinance 04-11 To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” – Re: Certain Stop and Signalized Intersections, Speed Zones, and Parking Regulations

**VIII. PRIVILEGE OF THE FLOOR** (This section of the agenda will be limited to 25 minutes maximum, with each speaker limited to 5 minutes)

**IX. ADJOURNMENT**

City of  
Bloomington  
Indiana

City Hall  
401 N. Morton St.  
Post Office Box 100  
Bloomington, Indiana 47402



**Office of the Common Council**  
(812) 349-3409  
Fax: (812) 349-3570  
e-mail: council@bloomington.in.gov

**To: Council Members**  
**From: Council Office**  
**Re: Calendar for the Week of**  
**May 17, 2004 – May 22, 2004**  
**Date: May 14, 2004**

Monday, May 17, 2004

4:00 pm Council for Community Accessibility, McCloskey  
5:00 pm Utilities Service Board, IU Research Park – 501 N Morton, Conference Room  
100B  
5:30 pm Bicycle and Pedestrian Safety Commission, Hooker Room  
5:30 pm Jack Hopkin's SSF Committee Presentation Hearing, Council Chambers

Tuesday, May 18, 2004 *Armed Forces Day*

4:00 pm Board of Public Safety, Police Station – 220 W. Third St.  
5:30 pm Board of Public Works, Council Chambers  
6:30 pm Animal Control Commission, McCloskey

Wednesday, May 19, 2004

9:30 am Tree Commission, Hooker Room  
7:00 pm Council of Neighborhood Associations, McCloskey  
7:30 pm Common Council – Regular Session, Chambers

Thursday, May 20, 2004

7:30 am Domestic Violence Taskforce, Hooker Room  
8:00 am Housing Authority, HA Office – 1007 N. Summit Dr.  
3:30 pm Bloomington Municipal Facilities Corporation, Hooker Room  
5:45 pm Martin Luther King, Jr., Birthday Commission, McCloskey

Friday, May 21, 2004

*There are no meetings scheduled for today.*

Saturday, May 22, 2004

7:00 am Bloomington Community Farmers' Market, Showers Common  
9:00 am Common Council Budget Retreat, Cascades Golf Course Clubhouse – 3550 N.  
Kinser Pike

# **AGENDA**

**THE JACK HOPKINS  
SOCIAL SERVICES FUNDING COMMITTEE WILL MEET  
ON MONDAY, MAY 17, 2004, AT 5:30 P.M.  
IN THE COUNCIL CHAMBERS  
TO HEAR PRESENTATIONS FROM FUNDING APPLICANTS**

## **ORDER OF PRESENTATION AND DISCUSSION**

*(Note: representatives have been asked to speak for  
no more than 5 minutes per application)*

1. American Red Cross (Ed Vande Sande)
2. Area 10 Agency on Aging (Caroline Clay)
3. Big Brother Big Sister of South Central Indiana (Liz Grenat)
4. The Bloomington Beacon Center (Leslie Ann Leasure)
5. Rhino's (Brad Wilhelm)
6. Citizen Advocacy of South Central Indiana Inc. (Jo A. Gilbertson & Dixie Patterson)
7. Citizens for Community Justice, Inc. (Amy Dowell)
8. Community Kitchen of Monroe County, Inc. (Vicki Pierce)
9. El Centro Comunal Latino, Inc. (Jessica Hernandez & Esther Vargas)
10. Girls Incorporated of Monroe County (Dorothy Granger)
11. Hoosier Hills Food Bank, Inc. (Dan Taylor)
12. Indiana Legal Services, Inc. (Jamie Andree)
13. Martha's House, Inc. (Jodi Tobias)
14. Mental Health Alliance/Family Services Association of Monroe County (Cameron Clairmont)
15. Middle Way House, Inc. (Mary Krupinski)
16. Monroe County United Ministries, Inc. (Randy Garratt)
17. Planned Parenthood of Greater Indiana (Barb Sturbaum)
18. Prevent Blindness Indiana (Maureen Golden)
19. Boys and Girls Club of Bloomington (Joe Stebbins)
20. Shalom Community Center (Joel Rekas)
21. Stone Belt Arc (Larry Pejeau)

**Other Actions**

**Adjournment**

To: **City of Bloomington Common Council**  
From: Ron Walker, Director of Economic Development  
Date: May 11, 2004  
Re: **Supplemental Tax Abatement Activity Summary**

## MEMORANDUM

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Attached please find the 2003 Supplemental Tax Abatement Activity Summary. This report is a follow-up to the activity summary presented to you on April 7, 2004. At that time, I reported on all CF-1 forms (Compliance with Statement of Benefits) that I had received. This report covers those projects that I had not received CF-1 forms prior to April 7. Specifically, those tax abatement projects are the following:

- Print Pack, Inc. (formerly Independent Packaging)
- Habitat for Humanity
- Peoples State Bank (former Renaissance Rentals, LLC)
- Winterwood Properties, LLC., Joe and Sandra Hartman, and Spring Lake Development (former Buyers Only Real Estate)

At the April 7, 2004 meeting, the Common Council declared their intent to rescind the Buyers Only Real Estate abatement. Therefore, that project will not be covered as part of this supplemental report and will be a separate agenda item.

I have added an additional project for the May 19 meeting. PTS Corporation has resubmitted their CF-1 for Common Council approval. PTS amended their CF-1 to more accurately show compliance with their Statement of Benefits. The PTS Corporation CF-1 will be part of the supplemental report.

The summary is intended to assist the Common Council in determining if the property owner(s) of a property that is receiving a tax abatement is in "substantial compliance" with the Statement of Benefits (SB-1).

Each year, property owners must file a Compliance with Statement of Benefits (CF-1) if they are receiving a tax abatement. The CF-1 compares the actual values of the investment/improvement to the property with the value of the investment/improvement estimated on the SB-1. If the project included new job creation then the property owner can also list job creation and salary information.

The CF-1 provides a snapshot of the abatement criteria and is therefore limited because it may not show fluctuations in activity throughout a year or from year to year.



There are two primary factors that influence the compliance aspects of an abatement:

- Factors beyond the control of the property owner, such as declines in demand for the property owner's services or products
- Length of time needed to meet estimates may depend upon amount and type of investment, market trends, availability of labor, etc.

Determining compliance is an imperfect process and one that should be guided by the following:

- Estimates provided on the SB-1
- Effort by the property owner to meet the investment, job creation and end-use estimates
- Community benefits derived from the project
- The overall intent, justification or reasoning of the legislation approving the abatement

Detailed information for each of the abatement projects mentioned above (with the exception of the Buyers Only Real Estate project) is provided in the slides.

# Tax Abatement Program

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## *Activity Summary*

Supplemental Report  
To  
Common Council

May 19 2004

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- Page 5 Renaissance Rentals, LLC (Hopewell & W. Sixth St)
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# Printpack, Inc. (formerly Independent Packaging)

303 N. Curry Pike

## Resolution: 99-35

(Amended 97-07 & 93-19)

### **Statement of Benefits**

**Type:** Real Estate Improvements and Machinery & Equipment

**Length of Abatement:** 10 Years

**Benefits:** Expansion of building, purchase of new equipment, new job creation

**Estimated New Investment:** \$750,000 in real estate improvements and \$3,820,000 in machinery & equipment (Total = \$4,570,000)

**Estimated New Employment:** 22

**Estimated New Salaries:** \$485,000 (Avg. = \$22,045)

### **Compliance**

**Actual New Investment:** \$711,000 in real estate improvements and \$4,059,000 in machinery & equipment (Total = \$4,770,000)

**Actual New Employment:** 26

**Actual New Salaries:** \$882,000 (Avg. = \$33,923)

**Summary:** The project is complete.

**Remarks:** Since this tax abatement was approved for Independent Packaging in 1999, the company was purchased by Printpack, Inc. The company is a producer of polyethylene bags for the bakery industry. The property owner is in substantial compliance with the Statement of Benefits.

# Habitat for Humanity of Monroe County

410, 412 & 414 N. Hay Street

## Resolution: 95-12

### **Statement of Benefits**

**Type:** Real Estate Improvements

**Length of Abatement:** 10 Years

**Benefits:** Construction of three 1,200 square foot 3-bedroom homes to be sold to low-income families.

**Estimated New Investment:** \$87,000

**Estimated New Employment:** NA

**Estimated New Salaries:** NA

### **Compliance**

**Actual New Investment:** \$105,000

**Actual New Employment:** NA

**Actual New Salaries:** NA

**Summary:** The project is complete. The homes were constructed and sold to low-income families.

**Remarks:** The property owner is in substantial compliance with the Statement of Benefits.

# Peoples State Bank

(formerly Renaissance Rentals, LLC)  
*W. 6<sup>th</sup> Street*  
Resolution: 96-14

## Statement of Benefits

**Type:** Real Estate Improvements

**Length of Abatement:** 10 Years

**Benefits:** Construction of 2 apartment buildings - one to serve people with HIV/AIDS and one to serve people with emotional disabilities; and construction of 12 two-story attached townhomes (6 structures) for first-time homebuyers.

**Estimated New Investment:** \$1,145,000

**Estimated New Employment:** NA

**Estimated New Salaries:** NA

## Compliance

**Actual New Investment:** Unknown

**Actual New Employment:** NA

**Actual New Salaries:** NA

**Summary:** The project is incomplete and has stalled. The two apartment buildings have been built and are now owned by the Center for Behavioral Health and operating as intended on the Statement of Benefits. Four town homes (2 structures) have been built and foundations have been poured for the remaining structures. The ownership of the site has changed and the project site has proved very difficult to develop. Environmental factors may be affecting the value of the property for owner-occupancy.

**Remarks:** The property owned by the Center for Behavioral Health does not have any property tax liability. The remaining property is owned by a bank and bank representatives have been working with City of Bloomington staff regarding plans to amend the PUD to allow for affordable, rental housing. I recommend that you allow the owner an additional year to amend the PUD, and amend the Statement of Benefits, if necessary and begin new construction on the site.

PTS Corporation  
305 N. Curry Pike  
Resolution: 99-09

**Statement of Benefits**

**Type:** Machinery and Equipment

**Length of Abatement:** 5 Years

**Benefits:** Purchase and installation of various equipment used in electronics repair and creation of new jobs.

**Estimated New Investment:** \$2,415,834 (Estimated investment at all 3 locations)

**Estimated New Employment:** 200

**Estimated New Salaries:** \$2,300,000 (avg.= \$11,500)

**Amended From Previous Report**

**Compliance**

**Actual New Investment:** \$2,455,000 company wide (3 locations) \$1,729,000 at Curry Pike facility = 72% of all estimated investment

**Actual New Employment:** Total of 547 employees at all 3 locations; 162 at Curry Pike facility = 81% of estimate

**Actual New Salaries:** \$4,666,689 (avg.= \$28,806)

**Summary:** The project is complete. New job creation is approximately what was originally estimated and salaries are higher than anticipated. The owner has exceeded estimates for total investment with most of the investment occurring at the Curry Pike facility.

**Remarks:** The property owner mistakenly included company-wide estimates (3 facilities; 2 in the city and 1 in the county) in the Statement of Benefits. To remain consistent with those estimates, the owner has submitted a CF-1 with company-wide estimates, but has provided additional detail regarding specific investment, employee and wage information at the Curry Pike facility. The property owner is in substantial compliance with the Statement of Benefits.



**COMPLIANCE WITH STATEMENT OF BENEFITS**

State Form 44973 (R4 / 12-01)

Prescribed by the Department of Local Government Finance

**FORM CF-1**

- INSTRUCTIONS:**
1. Property owners whose Statement of Benefits was approved after June 30, 1991 must file this form with the County Auditor and the local Designating Body to show the extent to which there has been compliance with the Statement of Benefits. (This does not apply to property located in a residentially distressed area). (IC 6-1.1-12.1-5.6)
  2. If the deduction applies to Real Estate and Improvements, then this form must be filed with the initial deduction application and then annually within sixty (60) days after the end of each year in which the deduction is applicable.
  3. For New Manufacturing Equipment or New Research and Development Equipment, this form must be filed with Form 322 ERA/PP, ME, or R and DE respectively between March 1 and May 15 of each year, unless a filing extension under IC 6-1.1-3.7 has been granted. A person who obtains a filing extension must file between March 1 and the extended due date of each year.
  4. With the approval of the designating body, compliance information for multiple projects may be consolidated on one (1) compliance form (CF-1).

| SECTION 1 TAXPAYER INFORMATION   |   |
|--|---|
| Name of taxpayer<br><b>PRINTPACK INC AKA INDEPENDENT PACKAGING</b>   |   |
| Address of taxpayer (street and number, city, state and ZIP code)<br><b>303 N. CURRY PIKE, BLOOMINGTON, IN 47404</b> |   |
| Name of contact person<br><b>LINDA GLISSON</b>   | Telephone number<br><b>(770) 576 9122</b> |

| SECTION 2 LOCATION AND DESCRIPTION OF PROPERTY   |   |
|--|---|
| Name of designating body<br><b>CITY OF BLOOMINGTON, IN Common Council</b>  | Resolution number<br><b>93-18-97-07-99-35</b> |
| Location of property<br><b>303 N. CURRY PIKE</b>   | County<br><b>Monroe</b>                       |
| Description of real property improvements and/or new manufacturing equipment, or new research and development equipment to be acquired | Taxing district<br><b>Ruhlana City</b>        |
|  | Estimated starting date                       |
|  | Estimated completion date                     |

| SECTION 3 EMPLOYEES AND SALARIES |                      |                  |
|----------------------------------|----------------------|------------------|
|                                  | As Estimated on SB-1 | Actual           |
| Current number of employees      |                      |                  |
| Salaries                         | <b>119</b>           | <b>145</b>       |
| Number of employees retained     | <b>3,375,000</b>     | <b>4,920,627</b> |
| Salaries                         | <b>119</b>           | <b>119</b>       |
| Number of additional employees   | <b>4,038,000</b>     | <b>4,038,000</b> |
| Salaries                         | <b>22</b>            | <b>26</b>        |
|                                  | <b>485,000</b>       | <b>882,000</b>   |

| SECTION 4 COST AND VALUES                   |                          |                |                       |                |                                  |
|---|--------------------------|----------------|-----------------------|----------------|----------------------------------|
| As Estimated on SB-1                        | Real Estate Improvements |                | Machinery & Equipment |                | Research & Development Equipment |
|   | Cost                     | Assessed Value | Cost                  | Assessed Value | Assessed Value                   |
| Values before project                       | <b>1,300,000</b>         |                | <b>11,154,000</b>     |                |                                  |
| Plus: Values of proposed project            | <b>750,000</b>           |                | <b>3,625,000</b>      |                |                                  |
| Less: Values of any property being replaced |                          |                |                       |                |                                  |
| Net values upon completion of project       | <b>2,050,000</b>         |                | <b>14,779,000</b>     |                |                                  |
| Actual                                      | Cost                     | Assessed Value | Cost                  | Assessed Value | Assessed Value                   |
| Values before project                       | <b>1,300,000</b>         |                | <b>11,154,000</b>     |                |                                  |
| Plus: Values of proposed project            | <b>711,000</b>           |                | <b>4,059,000</b>      |                |                                  |
| Less: Values of any property being replaced |                          |                |                       |                |                                  |
| Net values upon completion of project       | <b>2,011,000</b>         |                | <b>15,213,000</b>     |                |                                  |

NOTE: The COST of the property is confidential pursuant to IC 6-1.1-12.1-5.6 (d).

| SECTION 5 WASTE CONVERTED AND OTHER BENEFITS PROMISED BY THE TAXPAYER |                      |        |
|---|----------------------|--------|
|   | As Estimated on SB-1 | Actual |
| Amount of solid waste converted                                       |                      |        |
| Amount of hazardous waste converted                                   |                      |        |
| Other benefits:   |                      |        |

| SECTION 6 TAXPAYER CERTIFICATION                                      |                       |   |
|---|-----------------------|---|
| I hereby certify that the representations in this statement are true. |                       |   |
| Signature of authorized representative<br><i>Linda Glisson</i>        | Title<br><b>agent</b> | Date signed (mo., day, yr.)<br><b>4/29/04</b> |





**COMPLIANCE WITH STATEMENT OF BENEFITS**  
 State Form 44973 (R4 / 12-01)  
 Prescribed by the Department of Local Government Finance

**RECEIVED**

**COPY**

APR 29 2004

**FORM CF-1**

OFFICE OF THE MAYOR  
 BLOOMINGTON, INDIANA

- INSTRUCTIONS:**
1. Property owners whose Statement of Benefits was approved after June 30, 1991 must file this form with the County Auditor and the local Designating Body to show the extent to which there has been compliance with the Statement of Benefits. (This does not apply to property located in a residentially distressed area). (IC 6-1.1-12.1-5.6)
  2. If the deduction applies to Real Estate and Improvements, then this form must be filed with the initial deduction application and then annually within sixty (60) days after the end of each year in which the deduction is applicable.
  3. For New Manufacturing Equipment or New Research and Development Equipment, this form must be filed with Form 322 ERAPP, ME, or R and DE respectively between March 1 and May 15 of each year, unless a filing extension under IC 6-1.1-3.7 has been granted. A person who obtains a filing extension must file between March 1 and the extended due date of each year.
  4. With the approval of the designating body, compliance information for multiple projects may be consolidated on one (1) compliance form (CF-1).

| SECTION 1 TAXPAYER INFORMATION  |   |
|---|---|
| Name of taxpayer<br><b>HABITAT FOR HUMANITY OF MONROE COUNTY</b>  |   |
| Address of taxpayer (street and number, city, state and ZIP code)<br><b>P.O. BOX 1441 BLOOMINGTON, IN 47402</b> |   |
| Name of contact person<br><b>LOKI DENKEK</b>  | Telephone number<br><b>(812) 331 4069</b> |

| SECTION 2 LOCATION AND DESCRIPTION OF PROPERTY   |   |   |
|--|---|---|
| Name of designating body   | Resolution number                         |   |
| Location of property<br><b>410, 412, 414 N HAY ST.</b>   | County<br><b>MONROE</b>                   | Taxing district<br><b>CITY OF BLOOMINGTON</b> |
| Description of real property improvements and/or new manufacturing equipment, or new research and development equipment to be acquired<br><b>3 HOMES CONSTRUCTED, STANDARD STICK FRAME</b> | Estimated starting date<br><b>11.1999</b> | Estimated completion date<br><b>COMPLETED</b> |

| SECTION 3 EMPLOYEES AND SALARIES |                      |        |
|----------------------------------|----------------------|--------|
|                                  | As Estimated on SB-1 | Actual |
| Current number of employees      |                      |        |
| Salaries                         | <b>8</b>             |        |
| Number of employees retained     | <b>150,000</b>       |        |
| Salaries                         |                      |        |
| Number of additional employees   |                      |        |
| Salaries                         |                      |        |

| SECTION 4 COST AND VALUES                   | Real Estate Improvements |                | Machinery & Equipment |                | Research & Development Equipment |                |
|---|--------------------------|----------------|-----------------------|----------------|----------------------------------|----------------|
|   | Cost                     | Assessed Value | Cost                  | Assessed Value | Cost                             | Assessed Value |
| As Estimated on SB-1                        |                          |                |                       |                |                                  |                |
| Values before project                       | <b>12,000</b>            |                |                       |                |                                  |                |
| Plus: Values of proposed project            | <b>87,000</b>            |                |                       |                |                                  |                |
| Less: Values of any property being replaced |                          |                |                       |                |                                  |                |
| Net values upon completion of project       | <b>94,000</b>            |                |                       |                |                                  |                |
| Actual                                      |                          |                |                       |                |                                  |                |
| Values before project                       | <b>12,000</b>            |                |                       |                |                                  |                |
| Plus: Values of proposed project            | <b>105,000</b>           |                |                       |                |                                  |                |
| Less: Values of any property being replaced |                          |                |                       |                |                                  |                |
| Net values upon completion of project       | <b>112,000</b>           |                |                       |                |                                  |                |

**NOTE:** The COST of the property is confidential pursuant to IC 6-1.1-12.1-5.6 (d).

| SECTION 5 WASTE CONVERTED AND OTHER BENEFITS PROMISED BY THE TAXPAYER |  | As Estimated on SB-1 | Actual |
|---|--|----------------------|--------|
| Amount of solid waste converted                                       |  |                      |        |
| Amount of hazardous waste converted                                   |  |                      |        |
| Other benefits:   |  |                      |        |

| SECTION 6 TAXPAYER CERTIFICATION                                      |                                   |   |
|---|-----------------------------------|---|
| I hereby certify that the representations in this statement are true. |                                   |   |
| Signature of authorized representative<br><b>L. Denkek</b>            | Title<br><b>STEWARDSHIP COORD</b> | Date signed (mo., day, yr.)<br><b>4.28.04</b> |

**FOR USE OF THE DESIGNATING BODY**

**INSTRUCTIONS: (IC 6-1.1-12.1-5.9)**

1. Within forty-five (45) days after receipt of this form, the designating body may determine whether or not the property owner has substantially complied with the Statement of Benefits.
2. If the property owner is found **NOT** to be in substantial compliance, the designating body shall send the property owner written notice. The notice must include the reasons for the determination and the date, time and place of a hearing to be conducted by the designating body. If a notice is mailed to a property owner for new manufacturing equipment and / or research and development equipment, a copy of the written notice shall be sent to the State Board of Tax Commissioners.
3. Based on the information presented at the hearing, the designating body shall determine whether or not the property owner has made reasonable effort to substantially comply with the Statement of Benefits.
4. If the designating body determines that the property owner has **NOT** made reasonable effort to comply, then the designating body shall adopt a resolution terminating the deduction. The designating body shall immediately mail a certified copy of the resolution to: (1) the property owner; (2) the County Auditor; and (3) the State Board of Tax Commissioners.

|   |                  |                                |
|---|------------------|--------------------------------|
| We have reviewed the CF-1 and find that:  |                  |                                |
| <input type="checkbox"/> the property owner IS in substantial compliance  |                  |                                |
| <input type="checkbox"/> the property owner IS NOT in substantial compliance  |                  |                                |
| <input type="checkbox"/> other (specify) _____  |                  |                                |
| Reasons for the determination (attach additional sheets if necessary)   |                  |                                |
| Signature of authorized member  |                  | Date signed (month, day, year) |
| Attested by:  | Designating body |                                |
| If the property owner is found not to be in substantial compliance, the property owner shall receive the opportunity for a hearing. The following date and time has been set aside for the purpose of considering compliance. |                  |                                |
| Time of hearing<br><input type="checkbox"/> AM <input type="checkbox"/> PM  | Date of hearing  | Location of hearing            |

**HEARING RESULTS (to be completed after the hearing)**

|   |                  |
|---|------------------|
| <input type="checkbox"/> Approved <input type="checkbox"/> Denied (see instruction 4 above) |                  |
| Reasons for the determination (attach additional sheets if necessary)                       |                  |
| Signature of authorized member  |                  |
| Date signed (month, day, year)  |                  |
| Attested by:  | Designating body |

**APPEAL RIGHTS [IC 6-1.1-12.1-5.9(e)]**

A property owner whose deduction is denied by the designating body may appeal the designating body's decision by filing a complaint in the office of the Circuit or Superior Court together with a bond conditioned to pay the costs of the appeal if the appeal is determined against the property owner.

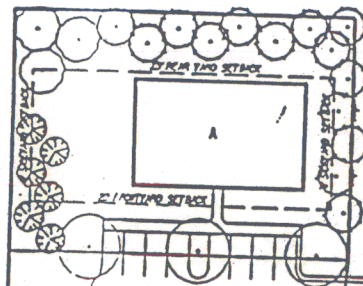


RESIDENTIAL

RESIDENTIAL

CITY OF  
BLOOMINGTON  
DETENTION

6 TH ST.  
55' R/W



COMMERCIAL  
BODY SHOP

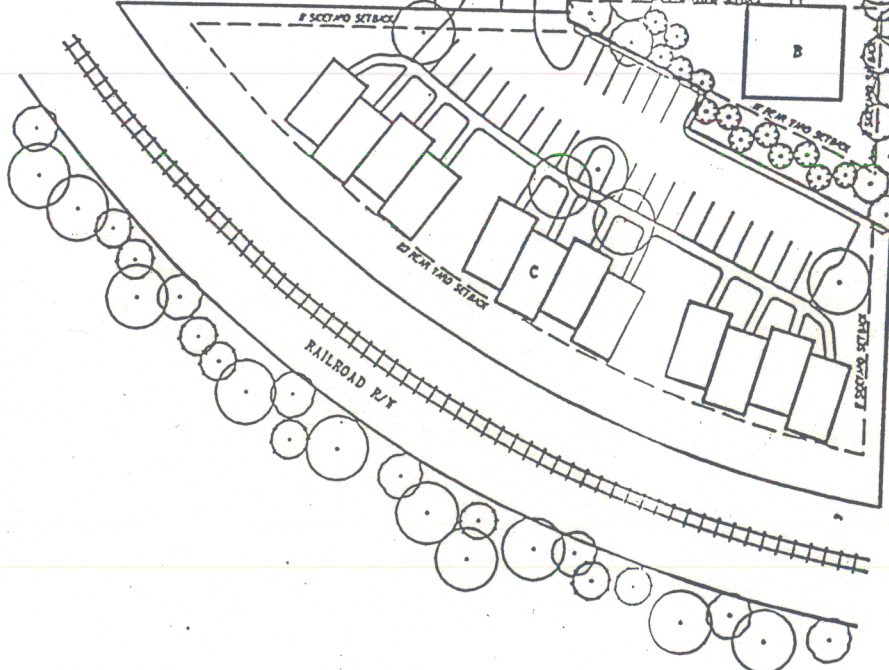
HOPEVELL ST.

40' R/W

5 TH ST.



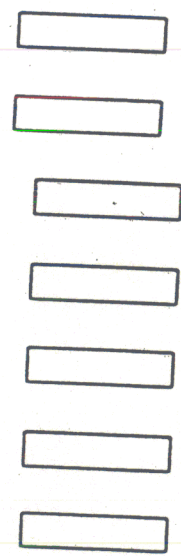
RESIDENTIAL  
MOBILE HOME  
PARK



SITE DATA  
 PARCEL A:  
 0.32 AC.  
 5 UNITS (EFFICIENCIES)  
 5.0 PARKING REQ'D  
 8.0 PARKING SHOWN  
 0.11 AC - OPEN SPACE 35%

PARCEL B:  
 0.17 AC.  
 8 UNITS (EFFICIENCIES)  
 8 PARKING REQ'D  
 8 PARKING SHOWN  
 0.06 AC - OPEN SPACE 35%

PARCEL C:  
 0.77 AC.  
 12 UNITS  
 8 3BR  
 4 2BR  
 32 PARKING REQ'D  
 28 PARKING SHOWN  
 0.25 AC - OPEN SPACE 35%



ALTERNATIVE A







# COPY



## COMPLIANCE WITH STATEMENT OF BENEFITS

State Form 44973 (R4 / 12-01)

Prescribed by the Department of Local Government Finance

FORM  
CF-1

- INSTRUCTIONS:**
1. Property owners whose Statement of Benefits was approved after June 30, 1991 must file this form with the County Auditor and the local Designating Body to show the extent to which there has been compliance with the Statement of Benefits. (This does not apply to property located in a residentially distressed area). (IC 6-1.1-12.1-5.6)
  2. If the deduction applies to Real Estate and Improvements, then this form must be filed with the initial deduction application and then annually within sixty (60) days after the end of each year in which the deduction is applicable.
  3. For New Manufacturing Equipment or New Research and Development Equipment, this form must be filed with Form 322 ERA/PP, ME, or R and DE respectively between March 1 and May 15 of each year, unless a filing extension under IC 6-1.1-3.7 has been granted. A person who obtains a filing extension must file between March 1 and the extended due date of each year.
  4. With the approval of the designating body, compliance information for multiple projects may be consolidated on one (1) compliance form (CF-1).

| SECTION 1 TAXPAYER INFORMATION   |                                    |
|--|------------------------------------|
| Name of taxpayer<br>PTS CORPORATION  |                                    |
| Address of taxpayer (street and number, city, state and ZIP code)<br>4060 PROFILE PARKWAY, BLOOMINGTON, IN 47404 |                                    |
| Name of contact person<br>AMY KETCHAM  | Telephone number<br>(812) 824-9331 |

| SECTION 2 LOCATION AND DESCRIPTION OF PROPERTY   |                  |  |
|--|------------------|--|
| Name of designating body<br>CONCORD TWP.   |                  | Resolution number<br>99-09               |
| Location of property<br>305 N CURRY PIKE, BLOOMINGTON, IN 47404  | County<br>MONROE | Taxing district<br>RICHLAND TWP.         |
| Description of real property improvements and/or new manufacturing equipment, or new research and development equipment to be acquired<br><br>VARIOUS EQUIPMENT USED IN ELECTRONICS REPAIR |                  | Estimated starting date<br>SPRING 1999   |
|  |                  | Estimated completion date<br>SPRING 2000 |

| SECTION 3 EMPLOYEES AND SALARIES |                      |                 |
|----------------------------------|----------------------|-----------------|
|                                  | As Estimated on SB-1 | Actual          |
| Current number of employees      |                      |                 |
| Salaries                         | 385                  | 547             |
| Number of employees retained     | \$5,800,000.00       | \$15,757,276.00 |
| Salaries                         | 385                  | 385             |
| Number of additional employees   | \$5,800,000.00       | \$11,090,587.00 |
| Salaries                         | 200                  | 162             |
|                                  | \$2,300,000.00       | \$4,666,689.00  |

| SECTION 4 COST AND VALUES                   | Real Estate Improvements |                | Machinery & Equipment |                | Research & Development Equipment |                |
|---|--------------------------|----------------|-----------------------|----------------|----------------------------------|----------------|
|   | Cost                     | Assessed Value | Cost                  | Assessed Value | Cost                             | Assessed Value |
| As Estimated on SB-1                        |                          |                |                       |                |                                  |                |
| Values before project                       |                          |                |                       |                |                                  |                |
| Plus: Values of proposed project            |                          |                | \$2,415,834.00        |                |                                  |                |
| Less: Values of any property being replaced |                          |                |                       |                |                                  |                |
| Net values upon completion of project       |                          |                | \$2,415,834.00        |                |                                  |                |
| Actual                                      | Cost                     | Assessed Value | Cost                  | Assessed Value | Cost                             | Assessed Value |
| Values before project                       |                          |                |                       |                |                                  |                |
| Plus: Values of proposed project            |                          |                | \$2,455,000.00        |                |                                  |                |
| Less: Values of any property being replaced |                          |                |                       |                |                                  |                |
| Net values upon completion of project       |                          |                | \$2,455,000.00        |                |                                  |                |

NOTE: The COST of the property is confidential pursuant to IC 6-1.1-12.1-5.6 (d).

| SECTION 5 WASTE CONVERTED AND OTHER BENEFITS PROMISED BY THE TAXPAYER |  | As Estimated on SB-1 | Actual |
|---|--|----------------------|--------|
| Amount of solid waste converted                                       |  |                      |        |
| Amount of hazardous waste converted                                   |  |                      |        |
| Other benefits:   |  |                      |        |

| SECTION 6 TAXPAYER CERTIFICATION                                      |                            |  |
|---|----------------------------|--|
| I hereby certify that the representations in this statement are true. |                            |  |
| Signature of authorized representative<br><i>Amy S Ketcham</i>        | Title<br><i>Controller</i> | Date signed (mo., day, yr.)<br><i>5/7/04</i> |



## FOR USE OF THE DESIGNATING BODY

### INSTRUCTIONS: (IC 6-1.1-12.1-5.9)

1. Within forty-five (45) days after receipt of this form, the designating body may determine whether or not the property owner has substantially complied with the Statement of Benefits.
2. If the property owner is found **NOT** to be in substantial compliance, the designating body shall send the property owner written notice. The notice must include the reasons for the determination and the date, time and place of a hearing to be conducted by the designating body. If a notice is mailed to a property owner for new manufacturing equipment and / or research and development equipment, a copy of the written notice shall be sent to the State Board of Tax Commissioners.
3. Based on the information presented at the hearing, the designating body shall determine whether or not the property owner has made reasonable effort to substantially comply with the Statement of Benefits.
4. If the designating body determines that the property owner has **NOT** made reasonable effort to comply, then the designating body shall adopt a resolution terminating the deduction. The designating body shall immediately mail a certified copy of the resolution to: (1) the property owner; (2) the County Auditor; and (3) the State Board of Tax Commissioners.

|   |                  |                                |
|---|------------------|--------------------------------|
| We have reviewed the CF-1 and find that:  |                  |                                |
| <input type="checkbox"/> the property owner <b>IS</b> in substantial compliance   |                  |                                |
| <input type="checkbox"/> the property owner <b>IS NOT</b> in substantial compliance   |                  |                                |
| <input type="checkbox"/> other (specify) _____  |                  |                                |
| Reasons for the determination (attach additional sheets if necessary)   |                  |                                |
| Signature of authorized member  |                  | Date signed (month, day, year) |
| Attested by:  | Designating body |                                |
| If the property owner is found not to be in substantial compliance, the property owner shall receive the opportunity for a hearing. The following date and time has been set aside for the purpose of considering compliance. |                  |                                |
| Time of hearing<br><input type="checkbox"/> AM <input type="checkbox"/> PM  | Date of hearing  | Location of hearing            |

### HEARING RESULTS (to be completed after the hearing)

|   |                  |                                |
|---|------------------|--------------------------------|
| <input type="checkbox"/> Approved <input type="checkbox"/> Denied (see instruction 4 above) |                  |                                |
| Reasons for the determination (attach additional sheets if necessary)                       |                  |                                |
| Signature of authorized member  |                  | Date signed (month, day, year) |
| Attested by:  | Designating body |                                |

### APPEAL RIGHTS [IC 6-1.1-12.1-5.9(e)]

A property owner whose deduction is denied by the designating body may appeal the designating body's decision by filing a complaint in the office of the Circuit or Superior Court together with a bond conditioned to pay the costs of the appeal if the appeal is determined against the property owner.

COPY

**ADDENDUM  
RESOLUTION 99-09  
CF-1  
PTS Corporation  
2003**

Section 3: Estimate on SB-1 included all PTS employees. The current number of all PTS employees has increased to 547 with salaries at \$15,757,276. The current number of all PTS employees at the Curry Pike location is currently 178 with salaries of \$ 4,806,721.

Section 4: Estimate on SB-1 included all PTS equipment purchases. The number of purchases that PTS purchased is broken down as follows.

|        | <u>Richland</u>  | <u>Rest of PTS</u> |
|--------|------------------|--------------------|
| 1999   | \$876,000        | \$254,000          |
| 2000   | <u>\$753,000</u> | <u>\$472,000</u>   |
| Totals | \$1,729,000      | \$726,000          |

The total amount of equipment at the Profile Parkway location is \$1,729,000 for the period specified in the SB-1. The total amount of equipment purchased for all PTS locations for the period specified is 2,455,000.

**RESOLUTION 04-10**

**TO RESCIND RESOLUTION 02-13 AND RESOLUTION 02-14  
AND TERMINATE TAX DEDUCTION  
FOR IMPROVEMENTS TO REAL ESTATE**

**Re: 2305 West Rockport Road**

**(Winterwood Properties, LLC, Spring Lake Development, and Mr. and Mrs. Joseph Hartman, Owners)**

WHEREAS, in 2002 the Common Council adopted Resolution 02-14, which affirmed Resolution 02-13, by designating the property at 2305 West Rockport Road as an Economic Revitalization Area (ERA), approving a Statement of Benefits, and granting a 10-year tax abatement for the construction of 24-unit owner-occupied, affordable housing project (Project); and

WHEREAS, the decision to grant the tax abatement in 2002 was based upon the application for tax abatement, the Statement of Benefits forms, and other material submitted to the Council by the petitioner, which indicated that the owner was intending to build a 24-unit predominantly owner-occupied, affordable housing project; and

WHEREAS, according to Indiana Code 6-1.1-12.1-5.1, the property owner wishing to keep the abatement on real estate must file a CF-1 form annually before March 1<sup>st</sup> indicating what progress has been made in meeting the commitments set forth in the Statement of Benefits; and

WHEREAS, the Common Council then reviews the form to determine whether the owner of the property has substantially complied with the terms of the resolution and the Statement of Benefits, and if the Council determines that the property owner has failed to make reasonable efforts to comply with the terms of the abatement and has not been prevented by factors beyond his control, then the Council may rescind the tax abatement and terminate the tax deduction; and

WHEREAS, on April 7, 2004, however, the Director of Economic Development, Ron Walker, presented an Annual Tax Abatement Report to the Common Council indicating that the project had changed hands during its construction and that the new owners are now renting the units at market rate and have not filed any CF-1's and recommended finding that the Project was not in substantial compliance with the terms of the tax abatement; and

WHEREAS, at that meeting and based upon that recommendation, the Council adopted the following motion:

Pursuant to Indiana Code 6-1.1-12.1-5.9, the Common Council determines that the owners of 2305 West Rockport Road have not substantially complied with the Statement of Benefits and that the failure do so was not caused by factors beyond their control. Therefore, the Common Council will hold a hearing at the Regular Session on May 19, 2004, to further consider the property owner's compliance with the Statement of Benefits. At the conclusion of the hearing the Common Council may adopt a resolution terminating the tax abatement. The Council Attorney is directed to mail the statutorily required written notice to the property owner.

WHEREAS, pursuant to I.C. 6-1.1-12.1-5.9, the Council Attorney mailed notice of the hearing to the property owners within 30 days of its occurrence and on May 19, 2004, the Common Council held the hearing and determined that the owners of the improvements to real estate were not in substantial compliance with the statement of benefits and the failure to comply was not the result of factors beyond their control; and

WHEREAS, the Common Council is not persuaded that the property is eligible for designation as an Economic Revitalization Area (ERA);

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Resolution 02-13 and Resolution 97-14 shall be rescinded and the tax deduction for the improvements to real estate at 2305 West Rockport Road be terminated.

SECTION 2. The Clerk of the City is directed to mail a certified copy of this resolution to the property owner, the Auditor of Monroe County, and the State Board of Tax Commissioners.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

\_\_\_\_\_  
MIKE DIEKHOF, President  
Bloomington Common Council

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

\_\_\_\_\_  
MARK KRUZAN, Mayor  
City of Bloomington

ATTEST:

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

#### SYNOPSIS

This resolution rescinds Common Council Resolution 02-13 and Resolution 02-14 and, thereby, terminates the tax abatement as well as removes the ERA designation for a housing project located at 2305 West Rockport Road.

## Hearing Regarding the Intent to Rescind a Tax Abatement

**To:** City of Bloomington Common Council  
**From:** Ron Walker, Director of Economic Development  
**Date:** May 13, 2004

**Regarding:**

*Project:* Tech Park - former Buyers Only Real Estate development for affordable, owner-occupied condominiums  
*Resolution:* 02-14  
*Project Address:* 2307 S. Rockport Road.

### **Tax Abatement Information**

**Abatement Type:** Real Estate Improvements

**Length of Abatement:** 10 years

**Property Owner(s):** Winterwood Properties, LLC., Joe & Sandra Hartman, Spring Lake Development

**Estimated New Investment:** \$1,600,000

**Benefits:** New construction of 24 affordable, owner-occupied condominiums. Abatement was also contingent upon the following:

- Build 24, 1,440 s.f. townhomes at a cost of at least \$1.6 million
- Set aside at least five of those units for persons with low-to-moderate income for the entire term of the abatement
- Initially sell at least 50 % (12) of the units to persons with income at or below 80% median income and set aside four of those units for persons with income at or below 50% median income for Monroe County; and
- Live in the dwelling units

**Actual New Investment:** Unknown (The properties owners have never filed a CF-1 form)

**History of Project:** The original owner and tax abatement applicant, Buyers Only Real Estate, could not complete the development and is no longer involved with the project. At the time of the

departure of Buyers Only Real Estate, the project was significantly over budget and behind schedule. The cost and time overruns led to the loss of potential buyers (some units were in the process of being sold prior to completion). Winterwood Properties, an original partner in the project, took control of the development, and hired new builders to complete construction and control development costs. The builders also became owners of 12 of the units. The original plan to develop the site to be owner-occupied condominiums was abandoned and the site became a market-rate rental development.

The site is currently 50-60% occupied and is expected to be full by the end of this summer. Winterwood Properties reported that the two bedroom units rent for \$825 per month and the three bedroom units rent for \$850 per month. These rents do not include utilities.

**Abatement Status:**

The owners have not filed a CF-1 for the property. Not all of the owners were aware of the existence of the abatement on the property. All owners are now aware that the project does not comply with the conditions outlined in the Statement of Benefits and confirming resolution (02-14).

**Project Status:**

The owners of Tech Park have expressed an interest in retaining the abatement on the property by designating 5-6 units for Section 8 tenants. The property currently has three tenants who receive Section 8 Vouchers. The Section 8 Voucher program is a subsidized housing program that helps poor, elderly and disabled people to rent decent housing. Typically, voucher recipients pay about one third of their income toward rent and utilities and the voucher is intended to pay the remaining amount, up to a certain level. The money is sent directly to the landlord.

According to the Bloomington Housing Authority (BHA) 1,250 Section 8 vouchers are placed with approximately 400 landlords in the City of Bloomington and Monroe County. Additional Section 8 vouchers may be available through the South Central Community Action Program. Landlords are not obligated to accept Section 8 vouchers. Landlords often contact the BHA to promote their development because Section 8 vouchers are a reliable payment from the BHA (as well as assuring occupancy).

BHA reported that they believe this is largely due to an oversupply of two and three-bedroom rental units.

The BHA reported that it is usually not necessary for landlords to lower their rent rates in order to lease to tenants with Section 8 vouchers. The voucher, combined with the payment from the tenant is usually sufficient to cover the normal rent and utility costs. It does not appear that the owners of the Tech Park have reduced rates to accommodate tenants with Section 8 vouchers.

The inclusion of Section 8 tenants as part of the overall occupancy of the development does not constitute an “affordable” development. The vouchers are a way of paying landlords the cost of rental housing so that low-income individuals can obtain housing at market-rate developments.



**City of Bloomington  
Office of the Common Council**

May 5, 2004

James M. Landwerlen, President Winterwood Mortgage  
Winterwood Properties, LLC  
843 N. State Road 135, Suite B  
Greenwood, Indiana 46142

Dear Mr. Landwerlen,

This letter is to notify you that the Common Council will be holding a hearing on Wednesday, May 19, 2004 at 7:30 p.m. in the Council Chambers to consider a resolution (Resolution 04-10) which would rescind previous resolutions and terminate the tax abatement for the 24-unit housing project owned, in part, by Winterwood Properties, LCC.

Our records indicate that Buyers Only Real Estate sought a tax abatement for a 24-unit affordable, owner-occupied, housing project located at 2305 Rockport Road, Bloomington, Indiana, and that Winterwood Properties, LLC now owns 12 of those units. Our records also indicate that the Common Council granted a 10-year period of abatement for the project on conditions that were set forth in Resolution 02-13 and modified by Resolution 02-14. Please note that Res 02-14 and Statement of Benefits are attached to this letter. Among other things, those conditions required the owners to:

- Build 24, 1,440 s.f. townhomes at a cost of at least \$1.6 million;
- Set aside at least 5 of those units for persons with low-to-moderate income for the entire term of the abatement;
- Initially sell at least 50% (12) of the units to persons with income at or below 80% median income and set aside 4 of those units for persons with incomes at or below 50% median income for Monroe County; and
- Live in the dwelling units.

Each year the property owner wishing to keep the abatement is required to file a CF-1 form with the Council indicating what progress has been made in meeting those commitments. The Common Council then reviews the form to determine whether the owner of the property has substantially complied with its terms. If the Council determines that the property owner has not met his commitments and has not been prevented by factors beyond his control, the Council may terminate the tax abatement.

On April 7, 2004, the Director of Economic Development, Ron Walker, presented an Annual Tax Abatement Report to the Common Council and reported that the dwelling units are not being used in a manner that complies the conditions imposed on this tax abatement. In particular, he stated that the dwelling units are being rented out to tenants at market rate. He also stated that Winterwood has not filed the requisite CF-1 forms and, therefore, has not pursued a tax abatement for these units. Upon learning this information, the Council adopted a motion that night announcing its intent to rescind this tax abatement at a meeting on May 19, 2004.



**In accordance with Indiana Code 6-1.1-12.1-5.9, the Common Council is notifying you that it will hold a hearing to consider a resolution that would terminate the tax abatement on this real estate.** In order to adopt the resolution, the Council must find that you have not substantially complied with the Statement of Benefits and that this was not because of factors beyond your control.

**The hearing will take place at the Common Council Regular Session to be held at 7:30 p.m. on Wednesday, May 19, 2004 in the Council Chambers of the Showers Center located at 401 North Morton.** You are invited to attend and comment on the proposed action. If you have any questions, please feel free to contact me at the Council Office (349-3562).

Sincerely,

Daniel Sherman, Administrator/Attorney  
City of Bloomington  
Common Council

cc: file

attach: Res 02-14 and Statement of Benefits

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**RESOLUTION 02-14**

**TO MODIFY AND CONFIRM RESOLUTION 02-13 WHICH DESIGNATED AN  
ECONOMIC REVITALIZATION AREA (ERA)**

**Re: 2305 Rockport Road  
(Buyers Only Real Estate, Petitioner)**

- WHEREAS, Petitioner has filed an application for designation of the property located at 2305 Rockport Road as an "Economic Revitalization Area" ("ERA") pursuant to IC 6.1.1-12.1 et. seq.; and
- WHEREAS, Petitioners seeking designation of the their property as an ERA must submit to the Common Council a Statement of Benefits and must, prior to March 1<sup>st</sup> of each year, provide the Monroe County Auditor and the Common council with information showing the extent to which there has been compliance with the Statement of Benefits; and
- WHEREAS, Petitioners intend to construct three 4-townhouse buildings, one 8-unit building and two 2-unit owner occupied townhomes on the vacant lot located at 2305 Rockport Road (the "Project"), and wish to obtain tax abatement on the Project; and
- WHEREAS, the application has been reviewed by the Economic Development Commission, which passed Resolution 02-01, recommending that the Common Council approve the "Economic Revitalization Area" designation for said property, provide a ten-year tax abatement on the improvements to real estate and to approve the new Statement of Benefits; and
- WHEREAS, the Common Council has investigated the area and reviewed the Application and Statement of Benefits, attached hereto and made a part hereof, and found the following:
- A. the estimate of the cost of the Project is reasonable;
  - B. the estimate of the number of individuals who will be employed or whose employment will be retained can be reasonably expected to result from the Project;
  - C. the estimate of the annual salaries of these individuals who will be employed or whose employment will be retained can be reasonably expected to result from the Project;
  - D. any other benefits about which information was requested are benefits that can be reasonably expected to result from the Project; and
  - E. the totality of the benefits is sufficient to justify the deduction; and
- WHEREAS, the property described above is within the corporate limits of the City and has become undesirable for, or impossible of, normal development and occupancy because of a lack of development, cessation of growth, deterioration of improvements or character of occupancy, age, obsolescence, substandard buildings, or other factors which have impaired values or prevent normal development of property or use of property; and
- WHEREAS, the Common Council adopted Resolution 02-13 on June 5, 2002, which designated the above property as an "Economic Revitalization Area," and the City Clerk published a notice of the passage of that resolution, which requested that persons having objections or remonstrances to the designation appear before the Common Council at its Regular Session on June 19, 2002; and
- WHEREAS, the Common Council has reviewed and heard all such objections and remonstrances to such designation.

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA THAT:

SECTION I. The Common Council hereby affirms its determination made in Resolution 02-13 that the area described as 2305 Rockport Road should be designated as an "Economic Revitalization Area" as set forth in IC 6-1.1-12.1-1 et. seq.; and, the Common Council further affirms its determination that the Petitioner shall be entitled to a deduction from the assessed value of the Project for a period of ten (10) years.

SECTION II. The Council modifies and confirms the following conditions imposed upon this tax abatement with the adoption of Resolution 02-13. First, at least twenty (20) percent or five (5) of the twenty-four (24) units shall be set aside for households with low-to-moderate income for the entire period of abatement. Second, only those owners who occupy the units shall be eligible for the deduction. Third, the Petitioner has agreed to three conditions regarding the initial sales of these units. Those conditions are as follows:

- a) At least twenty (20) units shall be sold initially to owners who will occupy the units;
- b) At least fifty (50) percent or twelve (12) units shall be sold initially to individuals with income that is at or below the eighty (80) percent median income for Monroe County; and
- c) At least four (4) of the above twelve (12) units shall be sold initially to individuals with income that is at or below the fifty (50) percent median income for Monroe County.

SECTION III. In granting this deduction, the Council also affirms that it is expressly exercising the power set forth in IC 6-1.1-12.1-2 (I)(5) to impose additional, reasonable conditions on the rehabilitation or redevelopment beyond those listed in the Statement of Benefits. Failure of the property owner to make reasonable efforts to comply with these conditions are reasons for the Council to rescind this designation and deduction:

- a. the improvements described in the application shall be commenced (defined as begin installing equipment) within twelve months of the date of this designation and
- b. the land and improvements shall be developed and used in a manner that complies with local code.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2002.

\_\_\_\_\_  
CHRIS GAAL, President  
Bloomington Common Council

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2002.

\_\_\_\_\_  
JOHN FERNANDEZ, Mayor  
City of Bloomington

ATTEST:

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

## SYNOPSIS

This resolution affirms the determination of the Common Council expressed in Resolution 02-13 to designate the property located at 2305 Rockport Road as an "Economic Revitalization Area" for a period of ten (10) years. Before it may adopt the resolution, state law requires that the Common Council hold a legally advertised public hearing for the purpose of receiving public comment on this legislation.

*This resolution was amended on June 19, 2002 with adoption of Am 01. This amendment alters the conditions for the granting of a tax abatement and revises the title to reflect this change.*



# STATEMENT OF BENEFITS

State Form 27167 (R6 / 4-00)  
Form SB - 1 is prescribed by the State Board of Tax Commissioners, 1989

**FORM  
SB - 1**

### INSTRUCTIONS:

- This statement must be submitted to the body designating the economic revitalization area prior to the public hearing if the designating body requires information from the applicant in making its decision about whether to designate an Economic Revitalization Area. Otherwise this statement must be submitted to the designating body BEFORE a person installs the new manufacturing equipment and / or research and development equipment, or BEFORE the redevelopment or rehabilitation of real property for which the person wishes to claim a deduction. "Projects" planned or committed to after July 1, 1987 and areas designated after July 1, 1987 require a STATEMENT OF BENEFITS. (IC 6-1.1-12.1)
- Approval of the designating body (City Council, Town Board, County Council, etc.) must be obtained prior to initiation of the redevelopment or rehabilitation, or prior to installation of the new manufacturing equipment and / or research and development equipment, BEFORE a deduction may be approved.
- To obtain a deduction, Form 322 ERA, Real Estate Improvements and / or Form 322 ERA / PPME and / or 322 ERA / PPR & DE, must be filed with the county auditor. With respect to real property, Form 322 ERA must be filed by the later of: (1) May 10; or (2) thirty (30) days after a notice of increase in real property assessment is received from the township assessor. Form 322 ERA / PPME and / or 322 ERA PPR & DE must be filed between March 1 and May 15 of the assessment year in which new manufacturing equipment and / or research and development equipment becomes assessable, unless a filing extension has been obtained. A person who obtains a filing extension must file the form between March 1 and June 14 of that year.
- Property owners whose Statement of Benefits was approved after June 30, 1991 must submit Form CF - 1 annually to show compliance with the Statement of Benefits. (IC 6-1.1-12.1-5.6)
- The schedules established under IC 6-1.1-12.1-4(d) and IC 6-1.1-12.1-4.5 (a) effective July 1, 2000 apply to any statement of benefits filed on or after July 1, 2000. The schedules effective prior to July 1, 2000 shall continue to apply to those statement of benefits filed before July 1, 2000.

| SECTION 1   |          | TAXPAYER INFORMATION  |                |  |                |
|---|----------|---|----------------|--|----------------|
| Name of taxpayer  |          | Buyers Only Real Estate   |                |  |                |
| Address of taxpayer (street and number, city, state and ZIP code)   |          | 338 South Walnut St., Bloomington, IN 47401                         |                |  |                |
| Name of contact person  |          | Larry M. Scites   |                | Telephone number<br>( )                          |                |
| SECTION 2   |          | LOCATION AND DESCRIPTION OF PROPOSED PROJECT                        |                |  |                |
| Name of designating body  |          |   |                | Resolution number                                |                |
| Location of property  |          | 2305 Rockport Road  |                | County Monroe                                    |                |
| Description of real property improvements and / or new manufacturing equipment and / or research and development equipment (use additional sheets if necessary) |          | Six Four Unit 1440 sf Townhouses (Owner Occupied) on two acres.     |                | ESTIMATED  |                |
|   |          |   |                | Start Date                                       |                |
|   |          |   |                | Completion Date                                  |                |
|   |          | Real Estate   |                | April / May 2002                                 |                |
|   |          | New Mfg Equipment   |                | NA   |                |
|   |          | R & DE  |                | NA   |                |
| SECTION 3   |          | ESTIMATE OF EMPLOYEES AND SALARIES AS RESULT OF PROPOSED PROJECT    |                |  |                |
| Current number  | Salaries | Number retained   | Salaries       | Number additional                                | Salaries       |
| N/A   |          |   |                |  |                |
| SECTION 4   |          | ESTIMATED TOTAL COST AND VALUE OF PROPOSED PROJECT                  |                |  |                |
| NOTE: Pursuant to IC 6-1.1-12.1-5.1 (d) (2) the COST of the property is confidential.   |          | Real Estate Improvements  |                | Machinery  |                |
|   |          | Cost  | Assessed Value | Cost   | Assessed Value |
| Current values  |          | 0   | 0              | 0  | 0              |
| Plus estimated values of proposed project   |          | 1.6 Mil   | 2 Mil          |  |                |
| Less values of any property being replaced  |          |   |                |  |                |
| Net estimated values upon completion of project   |          | 1.6 Mil   | 2 Mil          |  |                |
| SECTION 5   |          | WASTE CONVERTED AND OTHER BENEFITS PROMISED BY THE TAXPAYER         |                |  |                |
| Estimated solid waste converted (pounds)  |          | N/A   |                | Estimated hazardous waste converted (pounds) N/A |                |
| Other benefits:   |          | Single Family Home Ownership Near South side in redevelopment area. |                |  |                |
| SECTION 6   |          | TAXPAYER CERTIFICATION  |                |  |                |
| I hereby certify that the representations in this statement are true.   |          |   |                |  |                |
| Signature of authorized representative  |          | Title   |                | Date signed (month, day, year)                   |                |
|   |          | Pres  |                | 2/12/02  |                |

**ORDINANCE 04-11**

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED  
“VEHICLES AND TRAFFIC”**

**Re: Certain Stop and Signalized Intersections, Speed Zones, and Parking Regulations**

WHEREAS, the Traffic Commission has recommended certain changes be made in Title 15 of Bloomington Municipal Code entitled “Vehicles and Traffic”;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION I. Section 15.12.010 Schedule A shall be amended to delete the following:

**STOP INTERSECTIONS**

|                            |                                  |
|----------------------------|----------------------------------|
| <b>Traffic on</b>          | <b>Shall Stop for Traffic on</b> |
| Seventh Street (Eastbound) | Monroe Street                    |

SECTION II. Section 15.12.010 Schedule A shall be amended to add the following:

**STOP INTERSECTIONS**

|                                |                                  |
|--------------------------------|----------------------------------|
| <b>Traffic on</b>              | <b>Shall Stop for Traffic on</b> |
| Crescent Road                  | Vernal Pike                      |
| Gourley Pike                   | Arlington Road                   |
| Gray Street                    | Vernal Pike                      |
| Hickory Lane                   | Arlington Road                   |
| Lemon Lane                     | Vernal Pike                      |
| Lindbergh Drive                | Eleventh Street                  |
| Lindbergh Drive                | Seventeenth Street               |
| North Street                   | Gray Street                      |
| Oolitic Drive                  | Eleventh Street                  |
| Prow Road                      | Arlington Road                   |
| Seventeenth Street (Eastbound) | Monroe Street                    |
| Spring Street                  | Eighth Street                    |
| Stonelake Drive                | Rappel Drive                     |
| Twelfth Street                 | Oolitic Drive                    |
| Twentieth Street               | Arlington Road                   |
| Vernal Pike (Westbound)        | Eleventh Street                  |

SECTION III. Section 15.12.010 Schedule B shall be amended to add the following:

**MULTI-STOP INTERSECTIONS**

Gourley Pike & Monroe Street (Northbound) 3-Way

SECTION IV. Section 15.12.030 Schedule D shall be amended to add the following:

**SIGNALIZED INTERSECTIONS**

| <b>Cross Street</b> | <b>Cross Street</b>  | <b>Flasher Hours and Days</b> | <b>Preferentiality</b> |
|---------------------|----------------------|-------------------------------|------------------------|
| College Mall Road   | Buick Cadillac Blvd. | 23:00-6:00<br>7 days          | College Mall Road      |

SECTION V. Section 15.24.020 Schedule I shall be amended to add the following:

**INCREASED OR DECREASED STATE SPEED LIMITS**

| <b>Street</b>  | <b>From</b>   | <b>To</b>        | <b>Posted Speed</b> |
|----------------|---------------|------------------|---------------------|
| Arlington Road | Monroe Street | Corporate Limits | 40 M.P.H.           |

SECTION VI. Section 15.32.030 Schedule L shall be amended to add the following:

ANGLE PARKING

| Street        | From           | To                           | Side of Street |
|---------------|----------------|------------------------------|----------------|
| Morton Street | Seventh Street | 170' North of Seventh Street | West           |

SECTION VII. Section 15.32.080 Schedule M shall be amended to add the following:

NO PARKING ZONES

| Street         | From            | To                            | Side of Street | Time of Restrict. |
|----------------|-----------------|-------------------------------|----------------|-------------------|
| Eastside Drive | First Street    | Second Street                 | West           | Any Time          |
| Franklin Road  | Third Street    | End of Franklin Road          | West           | Any Time          |
| Grimes Lane    | Woodlawn Avenue | Henderson Street              | North          | Any Time          |
| Grimes Lane    | Woodlawn Avenue | 100' East of Henderson Street | South          | Any Time          |

SECTION VIII. Section 15.32.090 Schedule N shall be amended to delete the following:

LIMITED PARKING ZONES

| Street        | From           | To           | Side of Street | Limit     |
|---------------|----------------|--------------|----------------|-----------|
| Walnut Street | Seventh Street | Ninth Street | West           | 2 Hr. (3) |

SECTION IX. Section 15.32.090 Schedule N shall be amended to add the following:

LIMITED PARKING ZONES

| Street         | From                      | To                           | Side of Street | Limit       |
|----------------|---------------------------|------------------------------|----------------|-------------|
| College Avenue | 68' North of Sixth Street | 90' North of Sixth Street    | West           | 30 Min. (3) |
| Morton Street  | Seventh Street            | 170' North of Seventh Street | West           | 2 Hr. (3)   |
| Ninth Street   | College Avenue            | Walnut Street                | North          | 2 Hr. (3)   |
| Walnut Street  | Seventh Street            | 50' South of Ninth Street    | West           | 2 Hr. (3)   |
| Walnut Street  | Ninth Street              | 50' South of Ninth Street    | West           | 30 Min. (3) |

SECTION X. Section 15.32.150 Schedule S shall be amended to delete the following:

ACCESSIBLE PARKING FOR PERSONS WITH PHYSICAL DISABILITIES

508 N. Morton Street – the last two angled spaces north of Ninth Street on the east side of Morton Street

SECTION XI. Section 15.32.150 Schedule S shall be amended to add the following:

ACCESSIBLE PARKING FOR PERSONS WITH PHYSICAL DISABILITIES

200 Block of North College Avenue, the first space north of Sixth Street on the West side of College Avenue

SECTION XII. Section 15.32.185 Schedule T shall be amended to delete the following:

PUBLIC EMPLOYEE PARKING

| Street                                  | From                                    | To  | Side of Street | Time of Restriction                   |
|---|---|---|----------------|---------------------------------------|
| 8 <sup>th</sup> Street                  | Morton Street                           | College Avenue  | North          | 7 am – 5 pm<br>Monday-Friday          |
| 8 <sup>th</sup> Street<br>Morton Street | Morton Street<br>7 <sup>th</sup> Street | College Avenue<br>170' North of 7 <sup>th</sup><br>Street | South<br>West  | 24 Hr<br>7 am – 5 pm<br>Monday-Friday |

SECTION XIII. Section 15.37.020 entitled “Applicability” shall be amended to add the following areas to Elm Heights University Proximate Residential Neighborhood Permit Parking Zone (Zone 1):

| Street          | From             | To       | Side of Street |
|-----------------|------------------|----------|----------------|
| Hawthorne Drive | Southdowns Drive | Dead End | East/West      |

SECTION XIV. If any sections, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION XV. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

\_\_\_\_\_  
MIKE DIEKHOF, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

\_\_\_\_\_  
MARK KRUZAN, Mayor  
City of Bloomington

SYNOPSIS

This ordinance makes several changes to the Bloomington Municipal Code. This includes stop intersections, multi-stop intersections, signalized intersections, increased or decreased state speed limits, angle parking, no parking zones, limited parking zones, loading zones, accessible parking for persons with physical disabilities, public employee parking and residential neighborhood permit parking. Please note that there are also three amendments to the ordinance that were proposed by the Traffic Commission and are ready to be considered by the Council during the deliberation of this ordinance.



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**ENGINEERING MEMORANDUM**

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**TO:** COMMON COUNCIL MEMBERS  
**FROM:** JUSTIN WYKOFF, MANAGER OF ENGINEERING SERVICES  
**SUBJECT:** ORDINANCE 04-11  
**DATE:** 5/14/2004  
**CC:** DAN SHERMAN, COUNCIL ADMINISTRATOR/ATTORNEY

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Ordinance 04-11 is composed of several modifications to Title 15 "Vehicles and Traffic" due to recent annexations, code corrections, road projects, and other requested changes by both City Officials and members of the public. It is my goal with this memo to answer potential questions and explain the variety of changes included with this ordinance.

Section I

The existing municipal code indicates that there is a stop intersection where Seventh Street intersects Monroe Street. As you can see with the attached map there is not an intersection of these two streets. This is a simple deletion of this reference from the Municipal Code.

See Map #1

Section II

As of January 1, 2004 the City of Bloomington annexed several areas where existing traffic control measures were installed and maintained by Monroe County. This ordinance adopts these stop intersections and adds them to the municipal code.

Locations of these areas are numbered on the attached maps and correspond to the numbers on the Traffic Ordinance.

See Map #2 and #3

Section III

This section allows for the adoption of an existing multi-stop intersection at the intersection of Gourley Pike and Monroe Street due to the recent annexation of this area into the Corporate Limits of the City of Bloomington.

See Map #4

Section IV

This section includes the addition of a Signalized intersection at the intersection of Buick Cadillac Boulevard and College Mall Road. This intersection was signalized with the improvements

to College Mall Road to better facilitate the traffic flow and safety of both vehicles and pedestrians wishing to enter and leave College Mall Road.

**See Map #5**

#### Section V

This section allows for the adoption of the existing speed limit on Arlington Road from Monroe Street to the end of the Corporate Limits. The existing speed limit is 40 m.p.h.

**See Map #6**

#### Section VI

This section allows for the addition of angle parking on Morton Street in an effort to create additional parking in the downtown. This is a change from existing parallel parking to angle parking which creates an addition of 4 parking spaces.

**See Map #7**

#### Section VII

This section covers several areas where changes have been made with relation to parking;

Eastside Drive – This was brought before the Traffic Commission in March of 2004 and was met with mixed discussions from area neighbors with regard to parking needs. Eastside Drive has adequate width for parking to exist on one side. At the conclusion of the meeting it was decided that parking would remain along the East side of Eastside Drive. Please see the attached Engineering Recommendation and photo's of the parking.

**See Map #8**

Franklin Road – This was brought before the Traffic Commission in March of 2004 and was discussed at length and a decision was made to eliminate parking along the West side of Franklin Road. This request was brought forward by the Office of Ken Nunn as parking was becoming a problem for deliveries of construction materials and congestion of traffic during heavy business hours for area restaurants. Parking was voted to be eliminated along the West side of Franklin Road. Please see the attached Engineering Recommendation and photo's of the parking.

**See Map #9**

Grimes Lane – This was a City of Bloomington project where meetings were conducted with area residents with regard to a plan to place sidewalk along the North side of Grimes Lane and curb along the South side of the street. Parking was not a issue that the neighborhood wanted added to the design of this project as it was given as an option prior to design completion and construction. Parking was only added to this project for a small portion (three spaces)of this project along the South side of Grimes Lane directly adjacent to Henderson Street.

**See Map #10**

## Section VIII

This section allows for the deletion of the current two hour parking so it can be added in a later section to include a shorter time limitation for quicker turnover parking.

**See Map #11**

## Section IX

This section allows for the addition of limited time zone parking for several area listed below;

College Avenue – This was a request from C.F.C. to create better usage of parking for visitors of the Graham Hotel Building when doing business there. We have been working to create consistency in the Downtown area by including the placement of one short duration space (30 minute) per block to facilitate the needs of quick parking that would accommodate the needs to specific business needs.

**See Map #12**

Morton Street – This is a change from the existing ‘Blue Permit’ parking that was given to County employees to two-hour parking for the promotion of turn-over parking for area merchants.

**See Map #13**

Ninth Street – This was a change from unlimited parking to allow for turn-over parking with two-hour parking at the request of area commercial business’. It is expected that the remaining unlimited parking spaces in the immediate downtown area will be discussed in the upcoming months as parking demands increase with the increase in downtown residential development.

**See Map #14**

Walnut Street – This was a request for the placement of a 30 minute parking space along the West side of Walnut Street just South of Ninth Street. This was a request from a downtown business that needed the availability of short term parking for patrons. As with previous situations we have supported the need of a short term parking space per block in the downtown area when requested.

**See Map #15**

## Section X

This section allows for the removal of two accessible parking spaces along the East side of Morton Street just North of 9<sup>th</sup> Street. This is due to the relocation of the Adult Day Care (Bloomington Hospital).

**See Map #16**

## Section XI

This section allows for the addition of an accessible parking space directly adjacent to the Graham Hotel Building. This accessible space was originally within the Register Parking Garage, but with its demolition in the past year, an additional space was needed that was close to the courthouse and the Graham Hotel Building.

**See Map #17**

Section XII

This section deletes the 'Public Employee Parking' that was previously used by Monroe County on 8<sup>th</sup> Street between College Avenue and Morton Street, and along the West side of Morton Street just North of 7<sup>th</sup> Street.

**See Map #18**

Section XIII

This section allows for the inclusion of a section of Hawthorne Drive into the 'Neighborhood Parking Program' (Zone 1) and was requested by residents who were having difficulties with parking directly adjacent to their homes.

**See Map #19**

Should you have any questions regarding this Ordinance or need additional information please let me know.

Thank you,



Section I  
Deletion of Multi-way Stop Intersection (Code error as streets do not intersect)

By: wykoffj  
10 May 04



For reference only; map information NOT warranted.



City of Bloomington  
Engineering

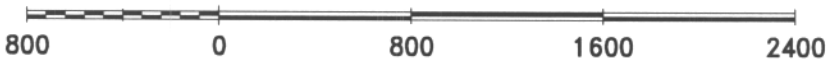


Scale: 1" = 1000'



**Section II**  
**Stop Intersections in Newly Annexed Areas**

By: wykoffj  
 10 May 04



For reference only; map information NOT warranted.



City of Bloomington  
 Engineering

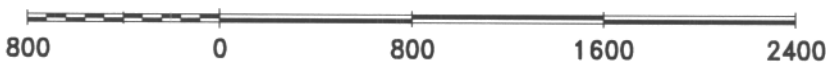


Scale: 1" = 800'



**Section II**  
**New Stop Intersections in Newly Annexed Areas**

By: wykoffj  
 10 May 04



For reference only; map information NOT warranted.



City of Bloomington  
 Engineering

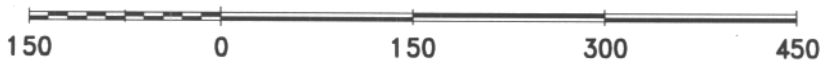


Scale: 1" = 800'



Section III  
 Multi-Stop Intersections Due to Annexations

By: wykoffj  
 10 May 04



For reference only; map information NOT warranted.

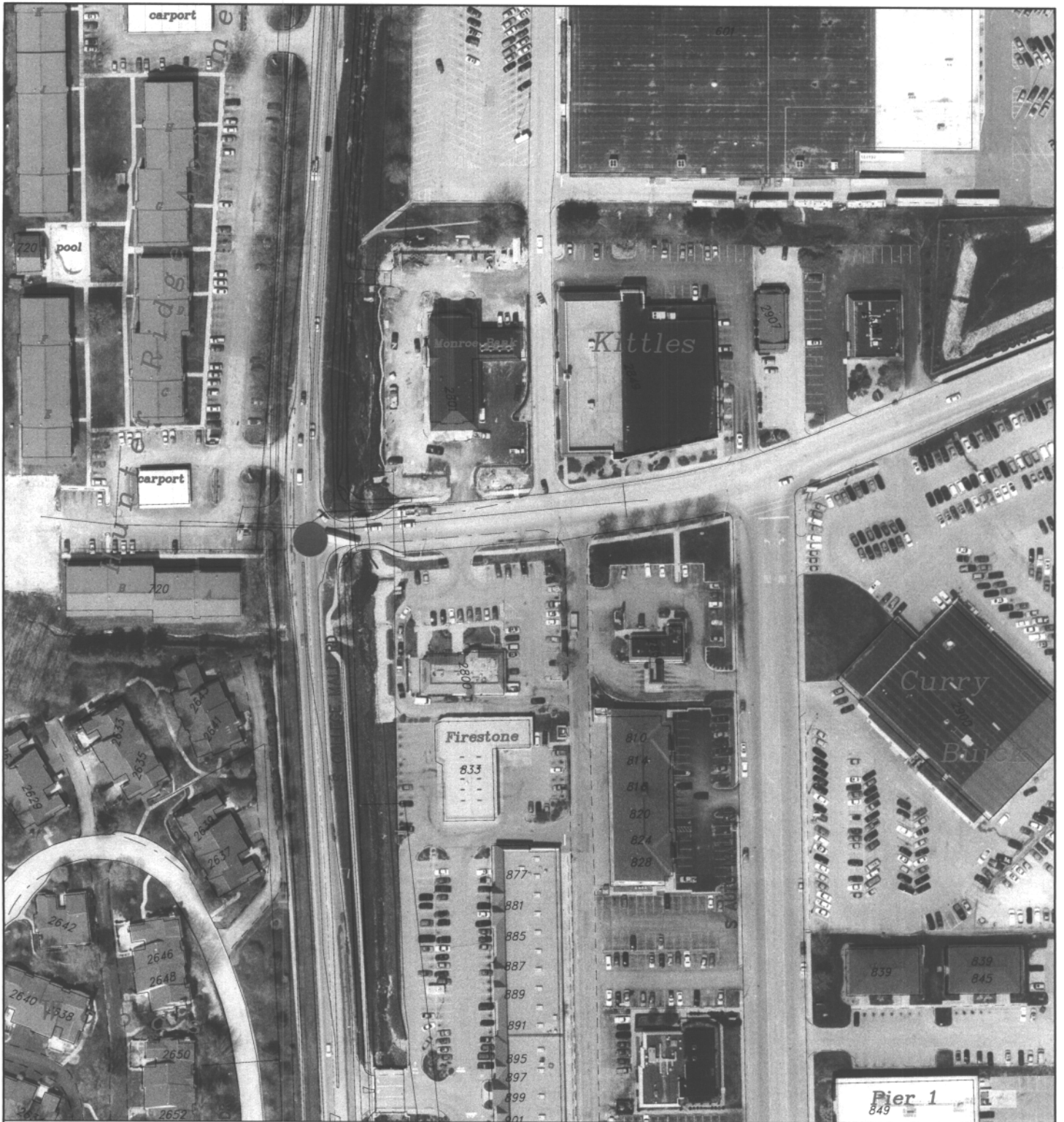


City of Bloomington  
 Engineering



Scale: 1" = 150'

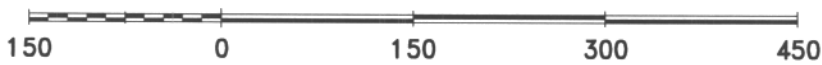




Section IV

Addition of Signalized Intersection on College Mall Road and Buick Cadillac Boulevard

By: wykoffj  
10 May 04



For reference only; map information NOT warranted.

City of Bloomington  
Engineering



Scale: 1" = 150'

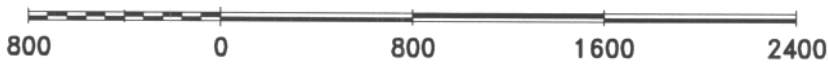




Section V

Adoption of Speed Limit on Arlington Road from Monroe Street to Corporate Limits

By: wykoffj  
10 May 04



City of Bloomington  
Engineering



Scale: 1" = 800'

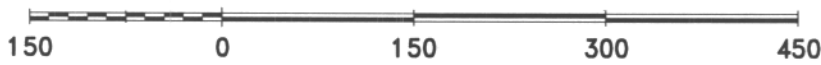
For reference only; map information NOT warranted.





**Section VII**  
**Addition of No Parking Zones on Eastside Drive**

By: wykoffj  
 10 May 04



For reference only; map information NOT warranted.



City of Bloomington  
 Engineering



Scale: 1" = 150'

**CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT**

**RECOMMENDATION  
FOR  
Removal of Parking Along One Side of Eastside Drive**

The Engineering Department received this request from Mark Hooker, who was concerned regarding the increasing number of cars parking along the 600 and 700 blocks of Eastside Drive.

These two blocks between East 2<sup>nd</sup> Street and East 1<sup>st</sup> Street range in width from 25'-11" to 28'-4" which should be sufficient according to A.A.S.H.T.O. (American Association of State Highway Transportation Officials) for parking along one side of a low volume road. This would allow for the following;

Two – 9 foot travel lanes (10 feet wide desirable for Fire Department)  
One – 8 foot wide parallel parking space

The Engineering Department recommends that we have two 9 foot travel lanes for a residential low volume street. A parking stall width for parallel parking should be 8 feet in width. Therefore an acceptable street width that has parking on one side would be 26 feet in width. It should be known that the City of Bloomington Police and Fire Departments would recommend a minimum lane width of 10 feet for each travel lane.

With these design requirements we recommend that parking be removed from one side of the street along these two blocks.

We would refer to the neighbors to decide which side that they would prefer to have parking on, but add the comments that more parking could be placed along the West side of Eastside Drive (14 Spaces) compared to the East side of Eastside Drive (11 Spaces).

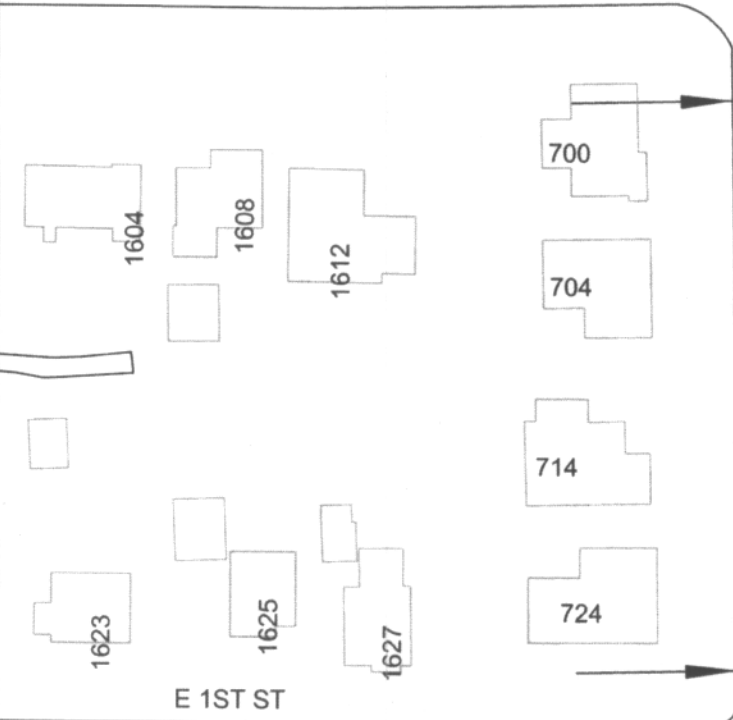
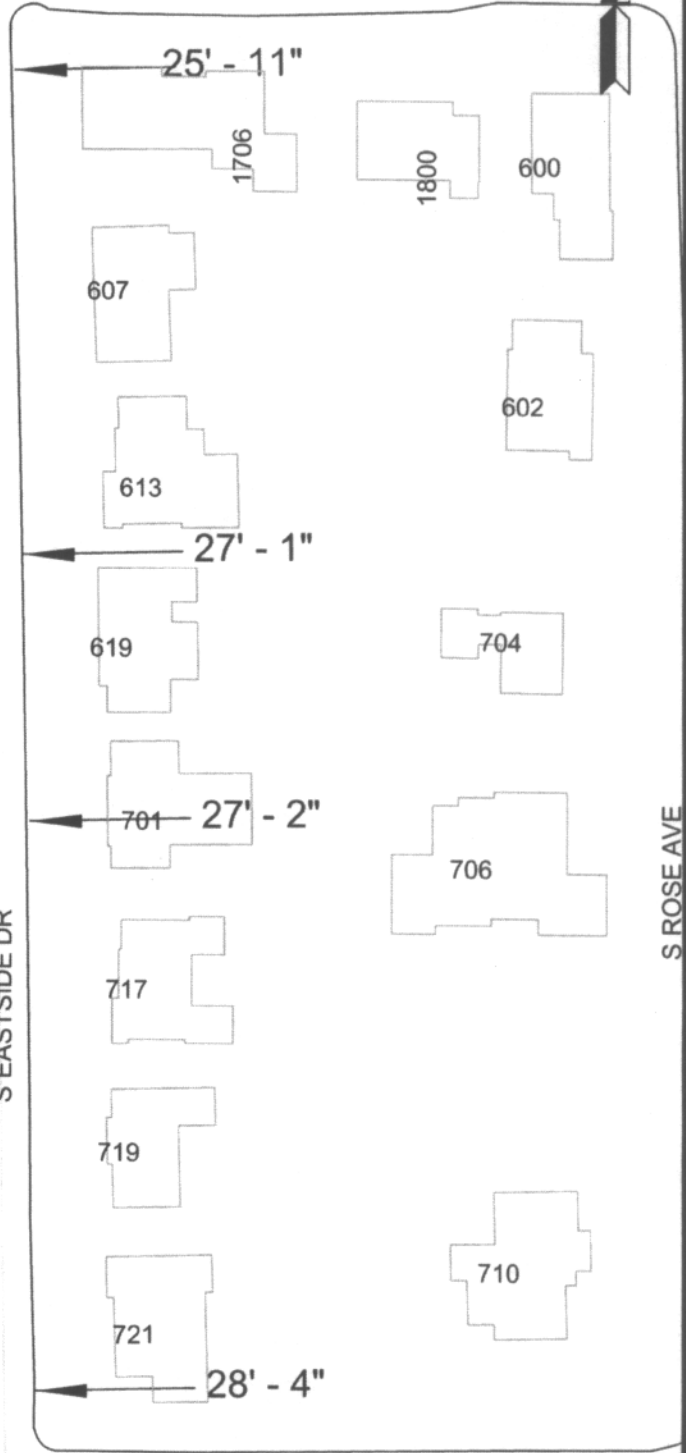
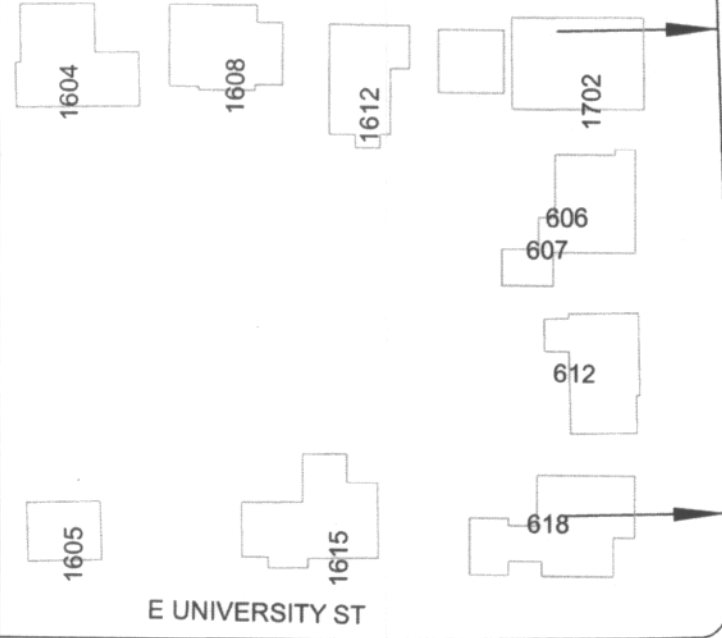
Sidewalks do not exist along a majority of these two blocks, so limited room for pedestrians should also be taken into account.

E 2ND ST

1701

1707

1807



City of Bloomington  
Engineering Department  
800

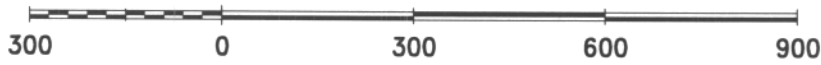
801  
South Easside Dr.  
Dimensions  
800





**Section VII**  
**Addition of No Parking Zones on Franklin Road (both sides)**

By: wykoffj  
 10 May 04



For reference only; map information NOT warranted.



City of Bloomington  
 Engineering



Scale: 1" = 300'



**CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT**

**RECOMMENDATION  
FOR  
Removal of Parking Along One Side of Franklin Road**

The Engineering Department received this request from Ken Nunn, who was concerned regarding the increasing number of cars parking along this section of Franklin Road.

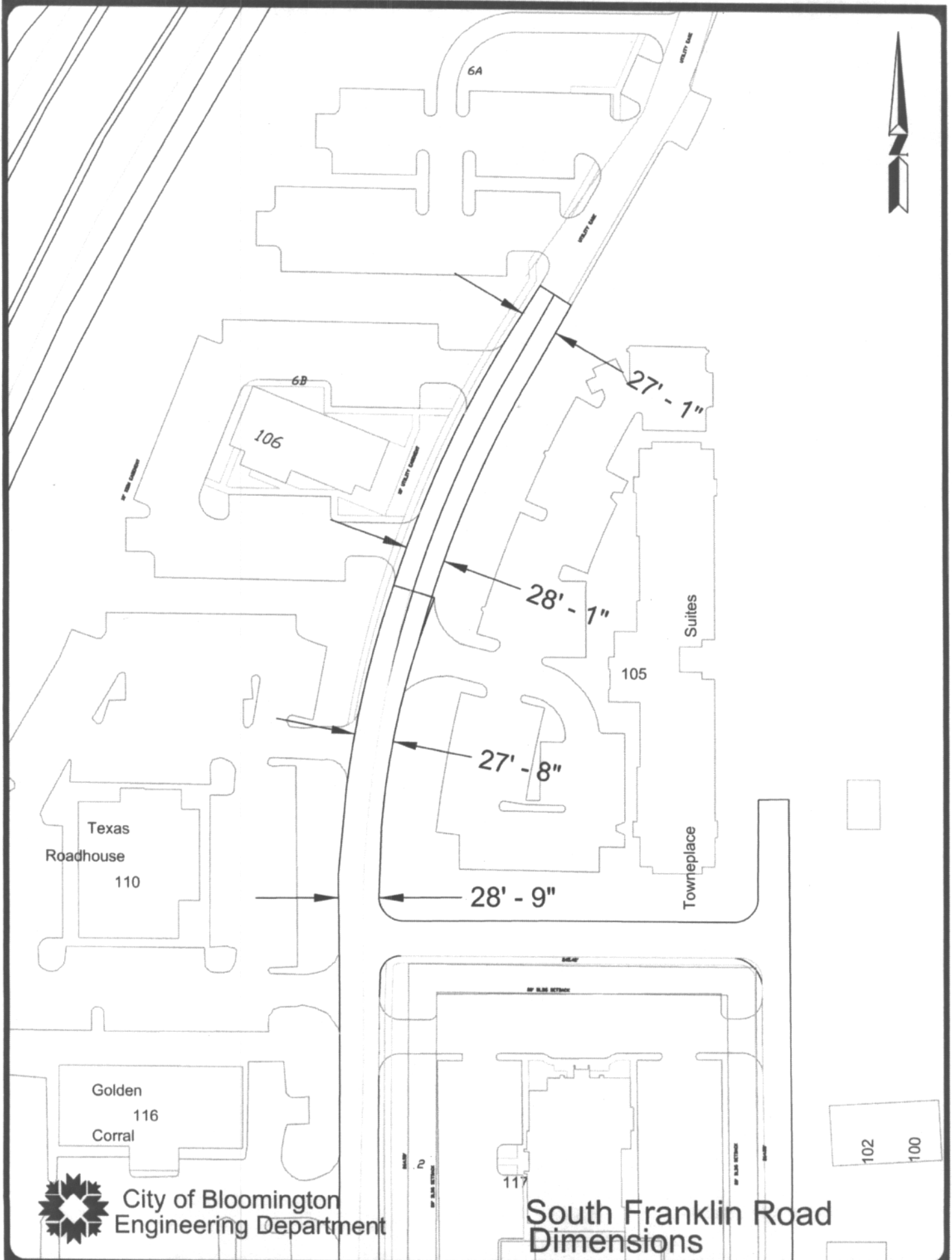
Franklin road ranges in width from 27'-1" to 28'-9" which should be sufficient according to A.A.S.H.T.O. (American Association of State Highway Transportation Officials) for parking along one side of a low volume road. This would allow for the following;

Two – 9 foot travel lanes (10 feet wide desirable for Fire Department)  
One – 8 foot wide parallel parking space

The Engineering Department recommends that we have two 9 foot travel lanes for a low volume street, However in this instance, we concur with the recommendation of emergency services that two 10 foot wide lanes be provided for commercial vehicle access. Therefore an acceptable street width that has parking on one side would be 28 feet in width.

With these design requirements we recommend that parking be removed from one side of the street along this section of roadway.

Our recommendation would be to allow parking along the East side of Franklin Road as it has the least amount of drives creating more available parking for the commercial businesses. This also improves the visibility of people exiting the businesses along this often busy roadway.



City of Bloomington  
Engineering Department

### South Franklin Road Dimensions

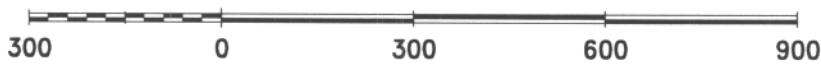




Section VII

Addition of No Parking Zones to Grimes Lane between Woodlawn Avenue and Henderson Street

By: wykoffj  
10 May 04



For reference only; map information NOT warranted.

City of Bloomington  
Engineering



Scale: 1" = 300'

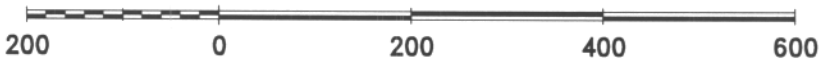


Section VIII

Deletion of Limited Parking Zones on Walnut Street from Seventh Street to Ninth Street

City of Bloomington  
Engineering

By: wykoffj  
10 May 04



Scale: 1" = 200'

For reference only; map information NOT warranted.

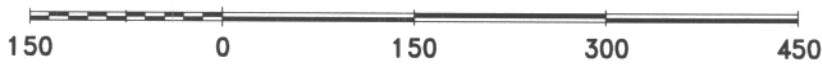




Section IX

Addition of Limited Parking Zones on Morton Street just North of 7th Street

By: wykoffj  
10 May 04



For reference only; map information NOT warranted.



City of Bloomington  
Engineering



Scale: 1" = 150'

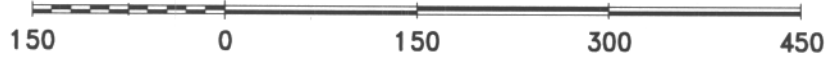


Section IX

Addition of Limited Parking Zones on Ninth Street between College Avenue and Walnut Street

City of Bloomington  
Engineering

By: wykoffj  
10 May 04



Scale: 1" = 150'

For reference only; map information NOT warranted.

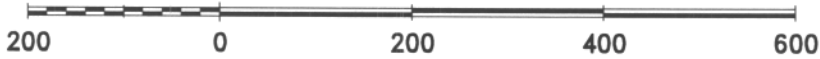




Section IX

Addition of Limited Parking Zones on Walnut Street between 7th Street and 9th Street

By: wykoffj  
10 May 04



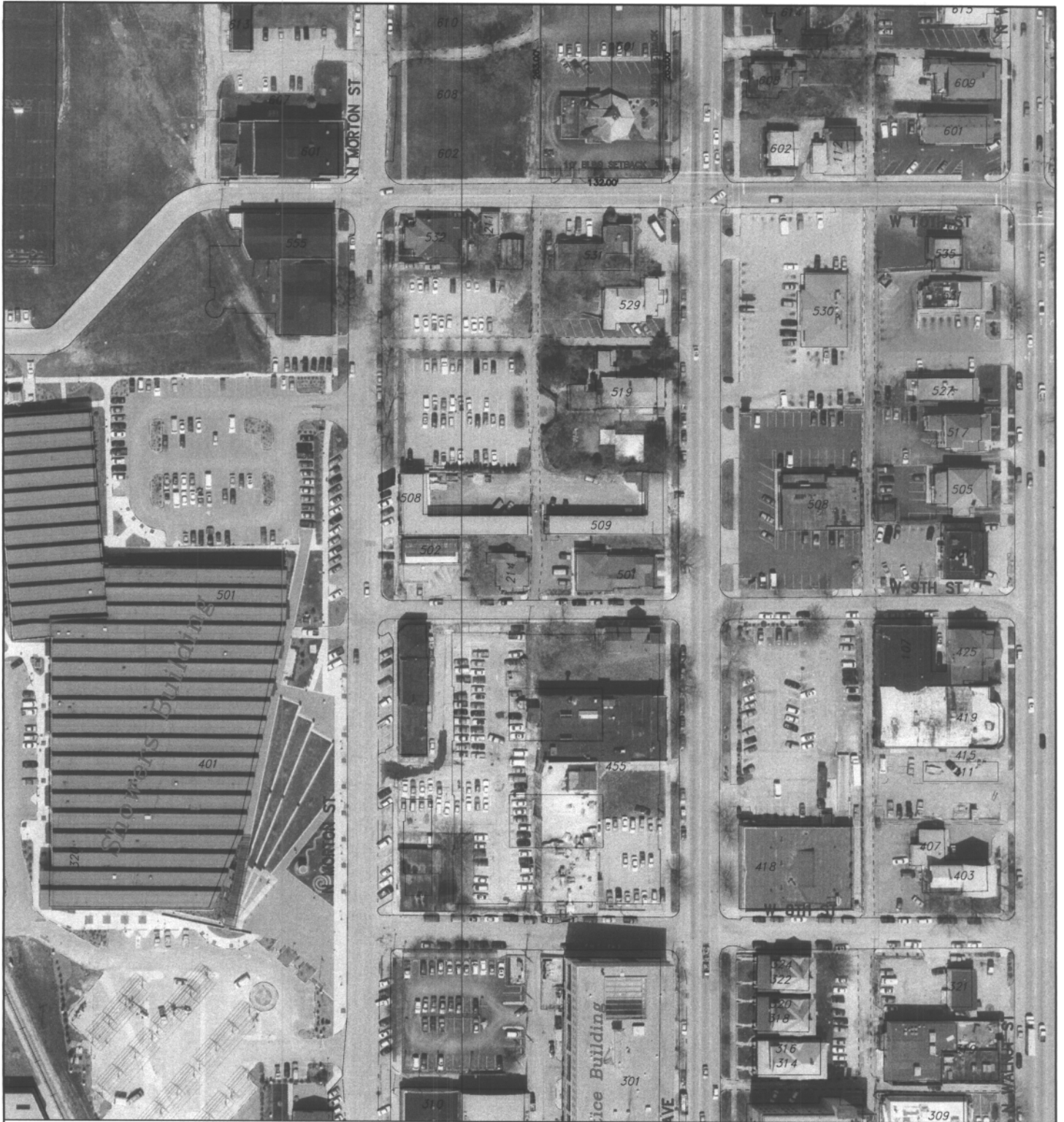
For reference only; map information NOT warranted.

City of Bloomington  
Engineering



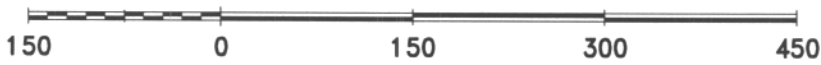
Scale: 1" = 200'





**Section X**  
**Deletion of Accessible Parking For Persons With Physical Disabilities**  
**This is due to the Relocation of Adult Day Care Facility**

By: wykoffj  
 10 May 04



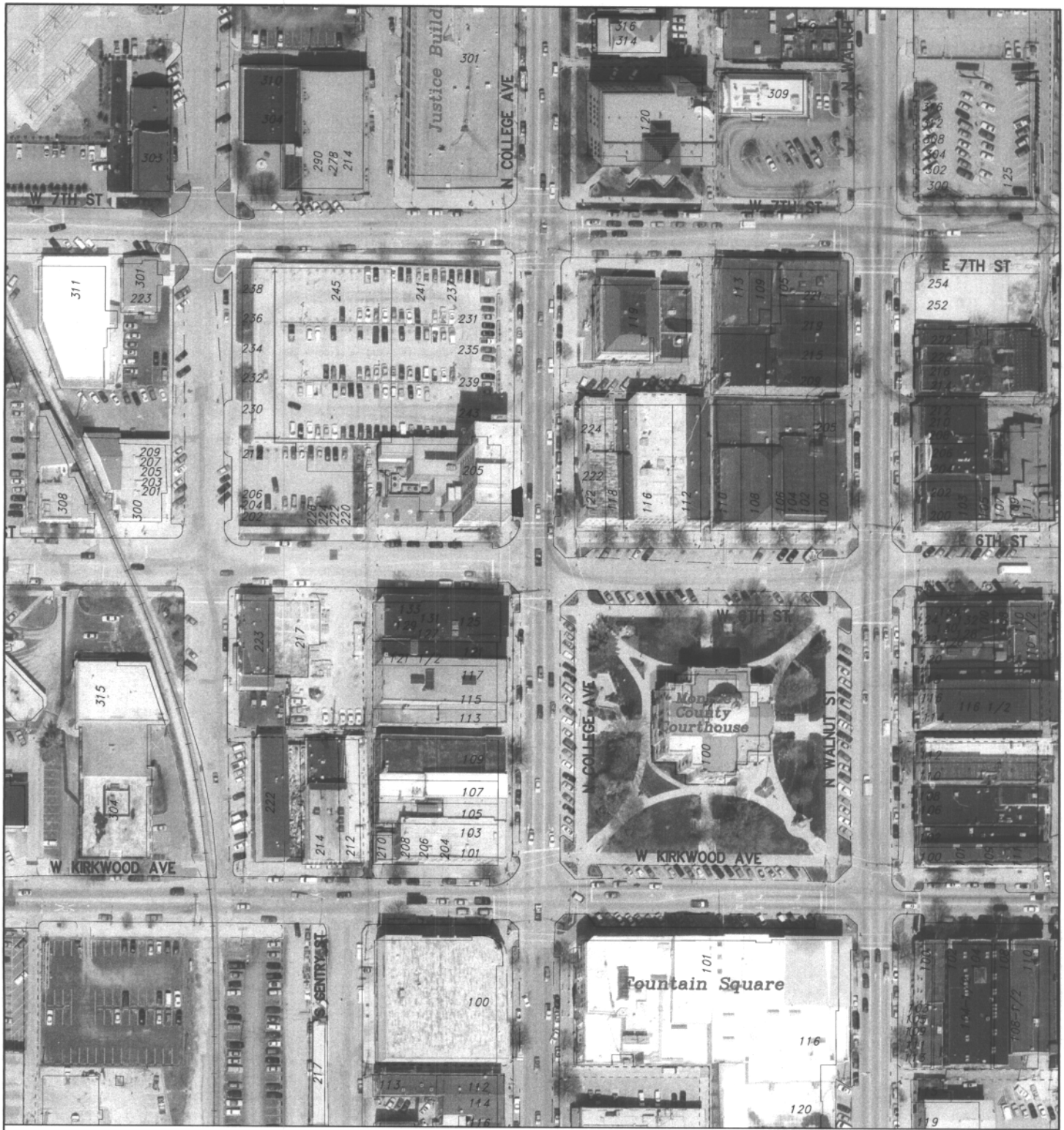
For reference only; map information NOT warranted.



City of Bloomington  
 Engineering

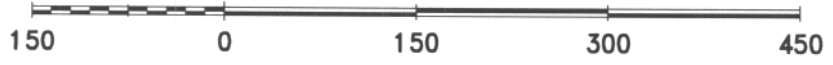


Scale: 1" = 150'



**Section XI**  
**Addition of Accessible Parking For Persons with Physical Disabilities**

By: wykoffj  
 10 May 04



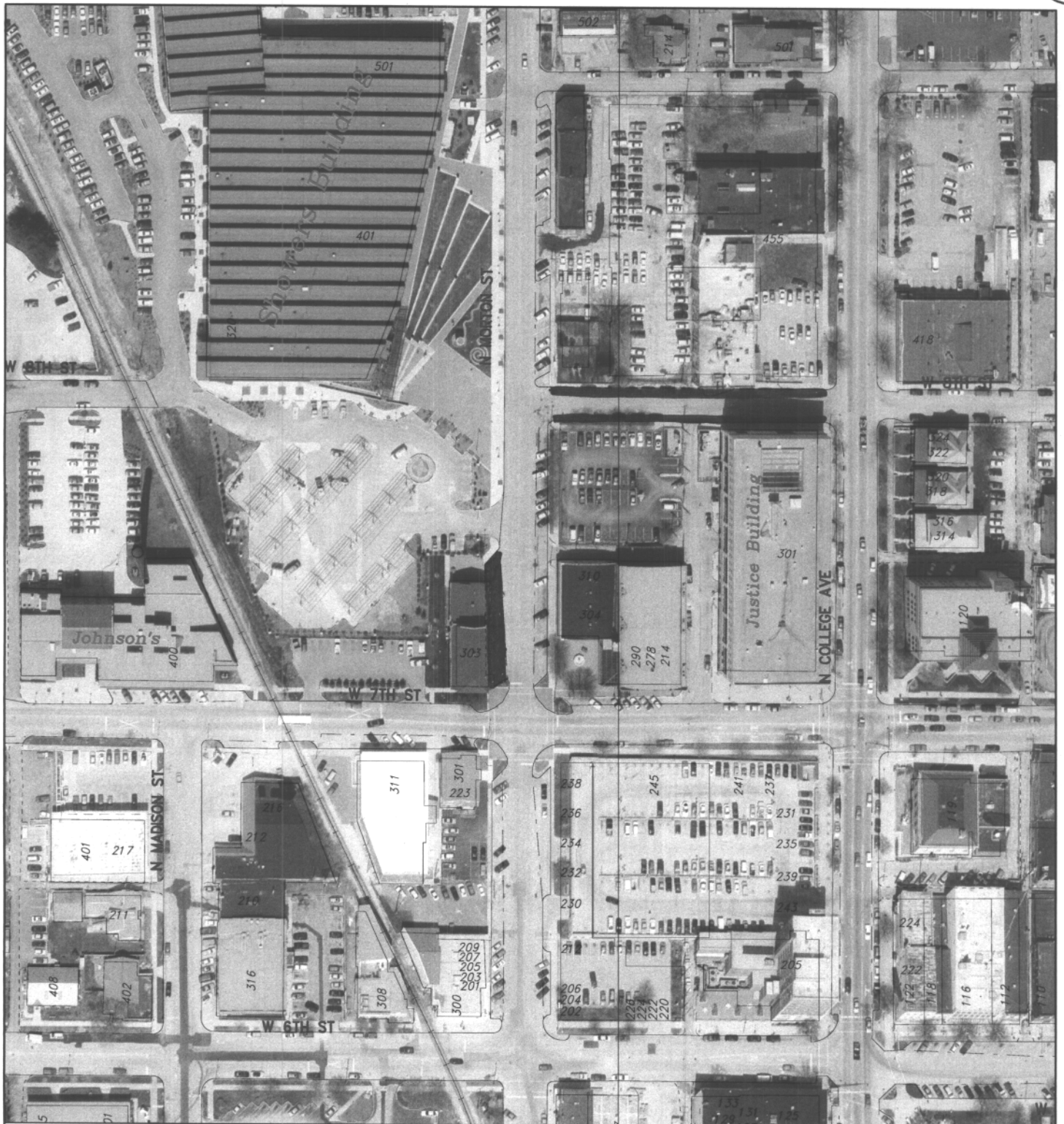
For reference only; map information NOT warranted.



City of Bloomington  
 Engineering

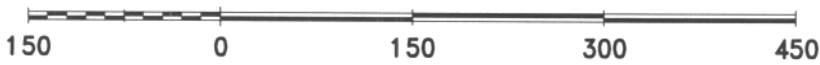


Scale: 1" = 150'



Section XII  
 Deletion of Public Employee Parking on Morton Street

By: wykoffj  
 10 May 04



For reference only; map information NOT warranted.



City of Bloomington  
 Engineering

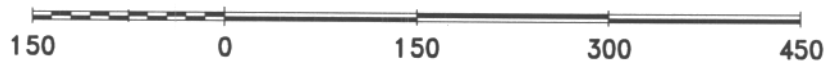


Scale: 1" = 150'



**Section XIII**  
**Addition to Elm Heights Neighborhood Parking Program**

By: wykoffj  
 10 May 04



For reference only; map information NOT warranted.



City of Bloomington  
 Engineering



Scale: 1" = 150'

**\*\*\* Amendment Form \*\*\***

**Ordinance #:** 04-11  
**Amendment #:** 01  
**Submitted By:** Traffic Commission  
**Date:** May 14, 2004

**Proposed Amendment:**

1. Section III of Ordinance 04-11, regarding Section 15.12.010 Schedule B (Multi-Way Stops) of the Bloomington Municipal Code, shall be amended to add the following:

MULTI –STOP INTERSECTIONS

Euclid Avenue & Howe Street

4-Way

**Synopsis**

This amendment is proposed by the Traffic Commission and would authorize a multi-way stop at the intersection of Euclid Avenue and Howe Street.

**5/26/04 Committee Action:** Pending  
**6/2/04 Regular Session Action:** Pending

(May 14, 2004)


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**ENGINEERING MEMORANDUM**

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**TO:** COMMON COUNCIL MEMBERS  
**FROM:** JUSTIN WYKOFF, MANAGER OF ENGINEERING SERVICES   
**SUBJECT:** ORDINANCE 04-11 – AMENDMENT 1 (MULTI-WAY STOP – EUCLID AVENUE AND HOWE STREET)  
**DATE:** 5/11/2004  
**CC:** DAN SHERMAN, COUNCIL ADMINISTRATOR/ATTORNEY

---

Ordinance 04-11 is composed of several modifications to Title 15 "Vehicles and Traffic" due to recent annexations, code corrections, road projects, and other requested changes by both City Officials and members of the public. With this ordinance are areas where Engineering opinion differs from that of the Bloomington Traffic Commission. One particular issue is with the placement of a multi-way stop at the intersection of Euclid Avenue and Howe Street.

The Engineering Department received a request from Brenda McNellan, a Prospect Hill Neighbor whose letter is attached with this memo. The Engineering Department performed a traffic study to investigate the perceived problem with the intersection of Euclid Avenue and Howe Street.

Attached to this memo is the Engineering 'Multi-Way Stop Warrant Report' which indicates that no warrant is met for a multi-way stop intersection at this location. Attached are copies of the accident reports for this intersection which show that three (3) accidents have occurred over the past 8 years. Of these accidents, 1 was due to a vehicle that disregarded the existing stop sign.

Traffic speeds (85% Speed) is below the posted speed limit of 30m.p.h. on both approaches to the intersection.

After reviewing this intersection and the perceived problem as mentioned in the letter, I would recommend that the parking be restricted (30 feet – State Law Attached) to create better visibility and safety of both pedestrians and vehicles at the intersection. With the lack of any supporting evidence for a multi-way stop at this intersection the Engineering Department could not support its placement.

This multi-way stop was supported by Bloomington Councilmember Chris Sturbaum at the Traffic Commission meeting along with neighbors in attendance.

Should you have any questions regarding this amendment please contact me at your convenience.

Thank you,

**CITY OF BLOOMINGTON**  
 Engineering Department  
 401 N. Morton Street, Bloomington, IN 47401

Study Name : **Euclid & Howe**  
 Study Date : **02/19/04**

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: Howe Street**  
 Total Approach Volume: **206**  
 Approach Speed: **27**

**Westbound: Howe Street**  
 Total Approach Volume: **172**  
 Approach Speed: **27**

**Minor Street Approaches**

**Northbound: Euclid Avenue**  
 Total Approach Volume: **85**

**Southbound: Euclid Avenue**  
 Total Approach Volume: **70**

**Warrant Summary**

**Criteria A - Interim Measure** ..... Not Evaluated  
 If traffic signals are justified, stop signs can be installed as an interim measure.

**Criteria B - Crash Experience** ..... Not Satisfied  
 Number of crashes (0) is less than the minimum required (5).

**Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
 Delay data not evaluated  
 Required volumes reached for 0 hours, 8 are needed

**Criteria D - 80% of Volumes, Delays, and Crashes** ..... Not Satisfied  
 Delay data not evaluated  
 Required volumes reached for 0 hours, 8 are needed

**Analysis of 8-Hour Volume Warrants:**

| Time          | Major Crit<br>Total | Minor<br>Total | Crit C     |            |        | Crit D     |            |        |
|---------------|---------------------|----------------|------------|------------|--------|------------|------------|--------|
|               |                     |                | Major Crit | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? |
| 00:00 - 01:00 | 6                   | 2              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 01:00 - 02:00 | 5                   | 0              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 02:00 - 03:00 | 1                   | 1              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 03:00 - 04:00 | 1                   | 2              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 04:00 - 05:00 | 0                   | 0              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 05:00 - 06:00 | 4                   | 1              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 06:00 - 07:00 | 4                   | 3              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 07:00 - 08:00 | 12                  | 6              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 08:00 - 09:00 | 23                  | 13             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 09:00 - 10:00 | 10                  | 7              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 10:00 - 11:00 | 32                  | 11             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 11:00 - 12:00 | 18                  | 4              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 12:00 - 13:00 | 32                  | 7              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 13:00 - 14:00 | 27                  | 12             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 14:00 - 15:00 | 28                  | 15             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 15:00 - 16:00 | 17                  | 6              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 16:00 - 17:00 | 24                  | 10             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 17:00 - 18:00 | 52                  | 9              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 18:00 - 19:00 | 32                  | 15             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 19:00 - 20:00 | 11                  | 6              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 20:00 - 21:00 | 13                  | 10             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 21:00 - 22:00 | 7                   | 8              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 22:00 - 23:00 | 13                  | 4              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 23:00 - 00:00 | 6                   | 3              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |



IC 9-21-16-5

Sec. 5. A person may not stop, stand, or park a vehicle, except when necessary to avoid conflict with other traffic or to avoid conflict with law or the directions of a police officer or traffic control device, in any of the following places:

- (1) On a sidewalk.
- (2) In front of a public or private driveway.
- (3) Within an intersection.
  
- (4) Within fifteen (15) feet of a fire hydrant.
- (5) On a crosswalk.
- (6) Within twenty (20) feet of a crosswalk at an intersection.
- (7) Within thirty (30) feet upon the approach to any flashing beacon, stop sign, or traffic control signal located at the side of a roadway.
- (8) Between a safety zone and the adjacent curb or within thirty (30) feet of points on the curb immediately opposite the ends of a safety zone, unless the traffic authority indicates a different length by signs or markings.
- (9) Within fifty (50) feet of the nearest rail of a railroad crossing.
- (10) Within twenty (20) feet of the driveway entrance to a fire station and, on the side of a street opposite the entrance to a fire station, within seventy-five (75) feet of the entrance (when properly sign posted).
- (11) Alongside or opposite a street excavation or obstruction if stopping, standing, or parking would obstruct traffic.
- (12) On the roadway side of a vehicle stopped or parked at the edge or curb of a street.
- (13) Upon a bridge or other elevated structure upon a highway or within a highway tunnel.
- (14) At any place where official signs prohibit stopping.

As added by P.L.2-1991, SEC.9.

329 S. Buckner  
Bloomington, IN 47403

Denise Henderson  
Traffic Commission  
Showers Plaza  
P.O. Box 100  
Bloomington, IN 47402

Dear Ms. Henderson,

I am writing to ask you to consider the placement of a four-way stop at the crossing of Euclid and Howe Streets in the Prospect Hill Neighborhood area. There is currently a two-way stop at this location, but, unfortunately, those who live on the corners witness a number of near accidents there every week. I myself have had difficulty turning onto Howe from Euclid. This intersection is at the top of a blind hill, and cars parked in legal areas obstruct the vision of drivers trying to make this turn.

I think stop signs for the traffic traveling on Howe would also be beneficial to neighborhood pedestrians. Currently, drivers on Howe tend to travel fast, and I am concerned about the children who wait for buses at this location (it is a school bus stop) and about the pedestrians who cross to walk in the neighborhood garden. (The entrance is located at the southwest corner of the Howe/Euclid intersection.)

Traffic may increase at this intersection even more as the traffic calming devices are installed on Third Street this spring and I would welcome your help in finding a way to keep this intersection safe for motorists and pedestrians.

Thank you for your consideration of this matter,



Brenda M. McNellen  
Prospect Hill Neighborhood Association  
bmcnelle@indiana.edu



Looking South on Euclid at intersection

02.12.2004 10:20



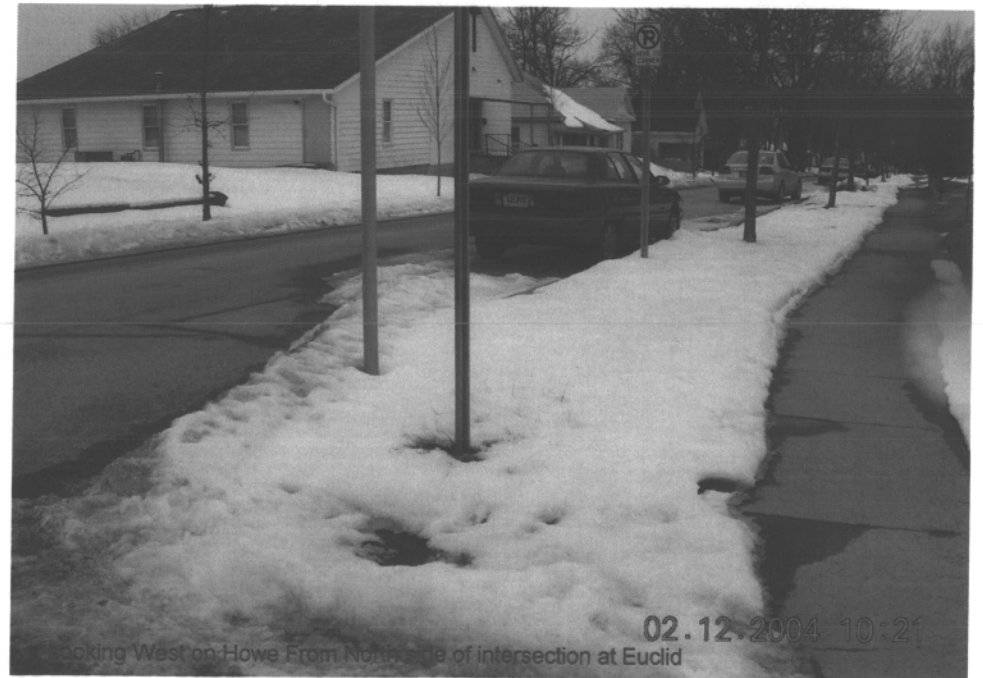
Looking North on Euclid at intersection

02.12.2004 10:22



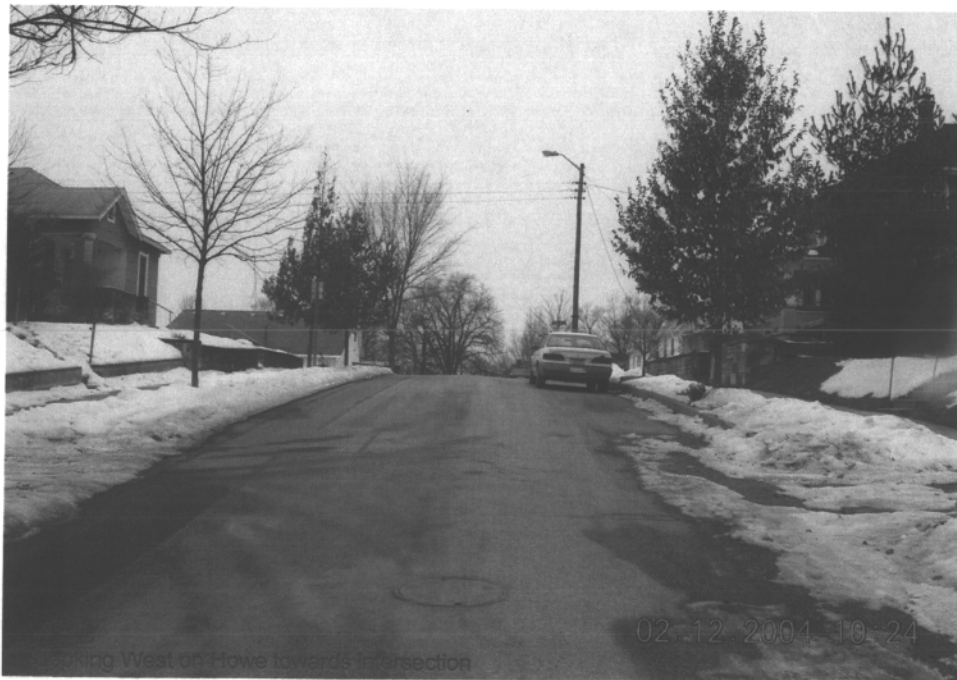
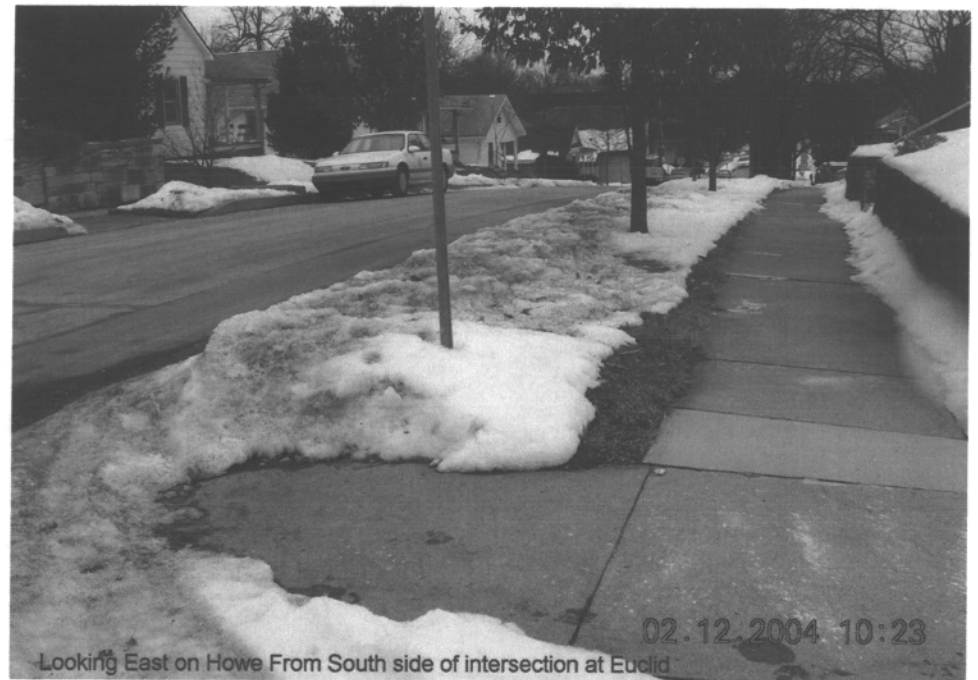
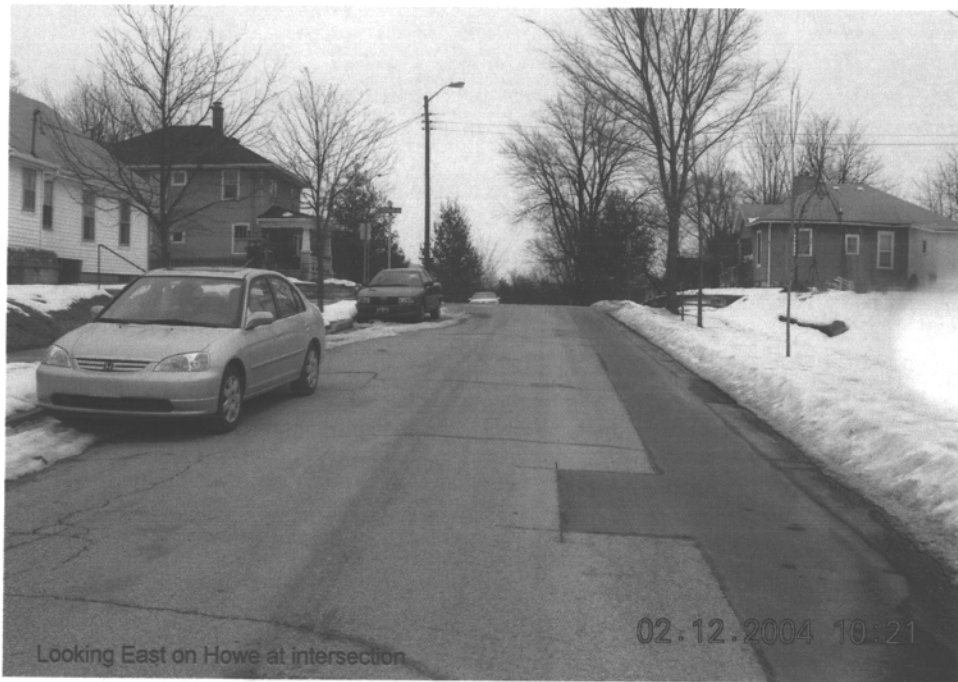
Looking East on Howe From North side of intersection at Euclid

02.12.2004 10:21



Looking West on Howe From North side of intersection at Euclid

02.12.2004 10:21



Accident Report for location rta18491

Tue Feb 17 13:37:54 EST 2004

| REPORT    | TAG      | SEGMENT | OFFENSE | ACC_DATE  | DAY | TIME | COLLISION | NO_ |
|-----------|----------|---------|---------|-----------|-----|------|-----------|-----|
| 010009196 | rta18491 | p452    | 201A    | 26-OCT-01 | FRI | 1645 |           | 1   |
| 960006877 | rta18491 | p452    | 201A    | 22-AUG-96 | THU | 900  |           | 1   |
| 00001564  | rta18491 | p452    | 201B    | 23-FEB-00 | WED | 1405 |           | 1   |

3 Rows Returned

Diagram

Vehicles  
MOVED  
NO DRAWING



NARRATIVE (Refer to Vehicle by Number)

D1/V1 was north on Euclid approaching Howe St. D1 stated, "I did not see the stop sign at Howe/Euclid. I ran the stop sign AND collided w/ V2."

V2/D2 was west on Euclid approaching Howe. D2 stated "V1/D1 did not stop at the stop sign, AND collided with my vehicle."

D1 Insured By Motorist Mutual

D2 Insured By RAGSDALE INS.

Other Participant(s) Name, Address (etc.)

Name of Witness No. 1 \_\_\_\_\_ Address \_\_\_\_\_ Location at Time of Crash \_\_\_\_\_

Name of Witness No. 2 \_\_\_\_\_ Address \_\_\_\_\_ Location at Time of Crash \_\_\_\_\_

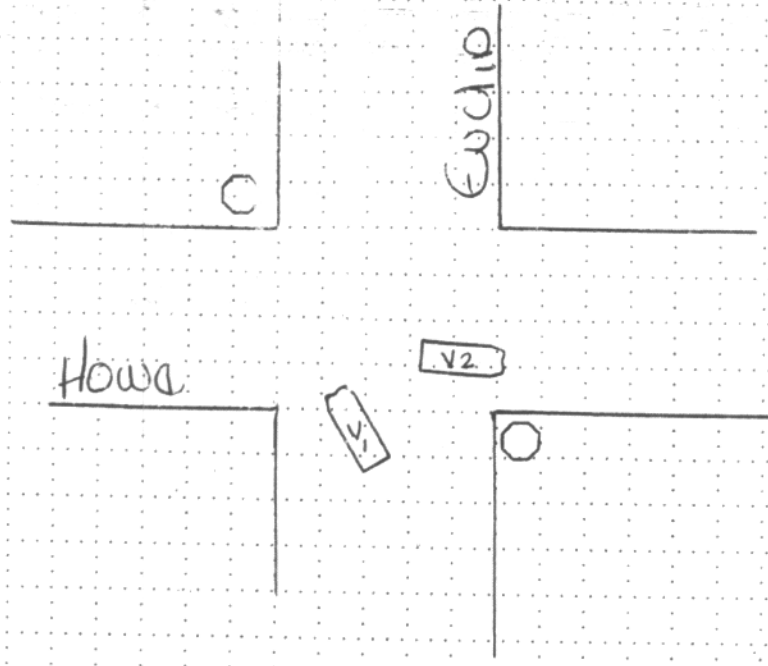
Name of Person Arrested \_\_\_\_\_ I.C. Code(s) \_\_\_\_\_ Name of Person Arrested \_\_\_\_\_ I.C. Code(s) \_\_\_\_\_

|               |                                   |          |              |        |                                 |  |   |
|---------------|-----------------------------------|----------|--------------|--------|---------------------------------|--|---|
| INVESTIGATION | Time Notified                     | AM       | Time Arrived | AM     | Other Location of Investigation | Investigation Complete   | Photos Taken  |
|               | 1040                              | PM       | 1048         | PM     | On Scene                        | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No  | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
|               | Assisting Officer                 | I.D. No. |              | Agency |                                 | Date of Report   |   |
|               | Assisting Officer                 | I.D. No. |              | Agency |                                 | 10-26-01   |   |
|               | Investigating Officer's Signature | I.D. No. |              | Agency |                                 | Driver Report Form Furnished <input checked="" type="checkbox"/> D1 <input checked="" type="checkbox"/> D2 |   |
|               | <u>M. Falsaskey</u>               |          | 1396         |        | Bloomington P.O.                |  |   |

Diagram NOT Drawn  
TO SCALE - FINAL REST



Indicate NORTH  
by an arrow



NARRATIVE (Refer to Vehicle by Number)

D1 STATED he WAS NORTHBOUND on Euclid. He thought he was at A 4WAY STOP. He STATED he did NOT come to a complete stop AND proceeded through the intersection. He did not see V2. V1 COLLIDED INTO V2.

D2 stated she WAS EASTBOUND on Howe when V1 hit her vehicle.

D1 Insured By State Farm D2 Insured By Progressive

Other Participant(s) Name, Address (etc.)

Name of Witness No. 1 Address Location at Time of Crash

Name of Witness No. 2 Address Location at Time of Crash

Name of Person Arrested I.C. Code(s) Name of Person Arrested I.C. Code(s)

|   |                                      |    |              |    |                                 |   |   |                |
|---|--------------------------------------|----|--------------|----|---------------------------------|---|---|----------------|
| INVESTIGATION                                       | Time Notified                        | AM | Time Arrived | AM | Other Location of Investigation | Investigation Complete  | Photos Taken  |                |
|   | 2:05                                 | PM | 2:11         | PM |                                 | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No   |                |
|   | Assisting Officer                    |    |              |    |                                 | I.D. No.  | Agency  | Date of Report |
|   | Assisting Officer<br><u>R. COSSA</u> |    |              |    |                                 | I.D. No.<br><u>1350</u>   | Agency<br><u>BPD</u>  | <u>2-23-00</u> |
| Investigating Officer's Signature<br><u>Spattam</u> |                                      |    |              |    | I.D. No.<br><u>1321</u>         | Agency<br><u>Bloomington Police Department</u>                      | Driver Report Form Furnished<br><input checked="" type="checkbox"/> D1 <input checked="" type="checkbox"/> D2 |                |

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Howe Street  
 E of Euclid  
 Site Code: p4528  
 Date Start: 17-Feb-04

Weather: Cold  
 Counted By: SL  
 Board #: 10274  
 For: Euclid & Howe Study

| Start Time            | 16-Feb-04 | Mon  | Tue   | Wed   | Thu   | ADT   |      | Combined Total |       |       |     |
|-----------------------|-----------|------|-------|-------|-------|-------|------|----------------|-------|-------|-----|
|                       | EB        | WB   | EB    | WB    | EB    | WB    | EB   |                | WB    |       |     |
| 12:00 AM              | .         | .    | .     | .     | .     | .     | .    | .              |       |       |     |
| 01:00                 | .         | .    | .     | .     | .     | 7     | 0    | 7              |       |       |     |
| 02:00                 | .         | .    | .     | .     | .     | 10    | 3    | 13             |       |       |     |
| 03:00                 | .         | .    | .     | .     | .     | 1     | 0    | 1              |       |       |     |
| 04:00                 | .         | .    | .     | .     | .     | 1     | 0    | 1              |       |       |     |
| 05:00                 | .         | .    | .     | .     | .     | 0     | 0    | 0              |       |       |     |
| 06:00                 | .         | .    | .     | .     | .     | 3     | 1    | 4              |       |       |     |
| 07:00                 | .         | .    | .     | .     | .     | 2     | 2    | 4              |       |       |     |
| 08:00                 | .         | .    | .     | .     | .     | 8     | 4    | 12             |       |       |     |
| 09:00                 | .         | .    | .     | .     | .     | 13    | 10   | 23             |       |       |     |
| 10:00                 | .         | .    | .     | .     | .     | 7     | 3    | 10             |       |       |     |
| 11:00                 | .         | .    | .     | .     | .     | 14    | 18   | 32             |       |       |     |
| 12:00 PM              | .         | .    | .     | .     | .     | 11    | 7    | 18             |       |       |     |
| 01:00                 | .         | .    | .     | .     | .     | 18    | 14   | 32             |       |       |     |
| 02:00                 | .         | .    | .     | .     | .     | 18    | 9    | 27             |       |       |     |
| 03:00                 | .         | .    | .     | .     | .     | 15    | 13   | 28             |       |       |     |
| 04:00                 | .         | .    | .     | .     | .     | 9     | 8    | 17             |       |       |     |
| 05:00                 | .         | .    | .     | .     | .     | 15    | 9    | 24             |       |       |     |
| 06:00                 | .         | .    | 20    | 32    | .     | .     | .    | 52             |       |       |     |
| 07:00                 | .         | .    | 11    | 19    | .     | .     | .    | 30             |       |       |     |
| 08:00                 | .         | .    | 6     | 5     | .     | .     | .    | 11             |       |       |     |
| 09:00                 | .         | .    | 8     | 5     | .     | .     | .    | 13             |       |       |     |
| 10:00                 | .         | .    | 9     | 1     | .     | .     | .    | 10             |       |       |     |
| 11:00                 | .         | .    | 4     | 6     | .     | .     | .    | 10             |       |       |     |
| 12:00                 | .         | .    | 2     | 3     | .     | .     | .    | 5              |       |       |     |
| <b>Total</b>          | 0         | 0    | 60    | 71    | 152   | 101   | 0    | 0              | 212   | 172   | 384 |
| <b>Combined Total</b> | 0         |      | 131   |       | 253   |       | 0    |                | 384   |       |     |
| <b>%tage</b>          | 0.0%      | 0.0% | 28.3% | 41.3% | 71.7% | 58.7% | 0.0% | 0.0%           | 55.2% | 44.8% |     |

| AM Peak Vol. | 10:00 | 10:00 | 10:00 | 10:00 | 10:00 |
|--------------|-------|-------|-------|-------|-------|
| PM Peak Vol. | 17:00 | 17:00 | 12:00 | 12:00 | 17:00 |
|              | 20    | 32    | 18    | 14    | 20    |
|              |       |       |       |       | 32    |
|              |       |       |       |       | 52    |



City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Howe Street  
 E of Euclid  
 Site Code: p4528  
 Date Start: 17-Feb-04

Weather: Cold  
 Counted By: SL  
 Board #: 10274  
 For: Euclid & Howe Study  
 Westbound

| Start Time  | 1  | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total |
|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| 02/17/04    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |
| 01:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 02:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 03:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 04:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 05:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 06:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 07:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 08:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 09:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 10:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 11:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 12 PM       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 13:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 14:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 15:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .     |
| 16:00       | 3  | 6  | 10 | 1  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 17:00       | 4  | 12 | 9  | 6  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 18:00       | 8  | 8  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 32    |
| 19:00       | 0  | 3  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| 20:00       | 2  | 0  | 2  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 21:00       | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 22:00       | 3  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 23:00       | 0  | 1  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| Total       | 21 | 33 | 27 | 8  | 2  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 93    |
| Grand Total | 21 | 33 | 27 | 8  | 2  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 93    |

15th Percentile : 12 MPH  
 50th Percentile : 19 MPH  
 85th Percentile : 25 MPH  
 95th Percentile : 29 MPH

Stats  
 Mean Speed(Average) : 19 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 60  
 Percent in Pace : 64.5%  
 Number of Vehicles > 30 MPH : 4  
 Percent of Vehicles > 30 MPH : 4.3%

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Howe Street  
 W of Euclid  
 Site Code: p452  
 Date Start: 17-Feb-04

Weather: Cold  
 Counted By: SL  
 Board #: 10276

For: Euclid & Howe Study

| Start Time     | 16-Feb-04 | Mon  | Tue   |       | Wed   |       | Thu  |      | ADT   |       | Combined Total |    |
|----------------|-----------|------|-------|-------|-------|-------|------|------|-------|-------|----------------|----|
|                | EB        | WB   | EB    | WB    | EB    | WB    | EB   | WB   | EB    | WB    |                |    |
| 12:00 AM       | .         | .    | .     | .     | .     | .     | .    | .    | .     | .     | .              |    |
| 01:00          | .         | .    | .     | .     | .     | 6     | 0    | .    | .     | 6     | 0              | 6  |
| 02:00          | .         | .    | .     | .     | .     | 2     | 0    | .    | .     | 2     | 0              | 2  |
| 03:00          | .         | .    | .     | .     | .     | 1     | 0    | .    | .     | 1     | 0              | 1  |
| 04:00          | .         | .    | .     | .     | .     | 1     | 0    | .    | .     | 1     | 0              | 1  |
| 05:00          | .         | .    | .     | .     | .     | 0     | 0    | .    | .     | 0     | 0              | 0  |
| 06:00          | .         | .    | .     | .     | .     | 3     | 1    | .    | .     | 3     | 1              | 4  |
| 07:00          | .         | .    | .     | .     | .     | 2     | 2    | .    | .     | 2     | 2              | 4  |
| 08:00          | .         | .    | .     | .     | .     | 8     | 4    | .    | .     | 8     | 4              | 12 |
| 09:00          | .         | .    | .     | .     | .     | 13    | 10   | .    | .     | 13    | 10             | 23 |
| 10:00          | .         | .    | .     | .     | .     | 7     | 3    | .    | .     | 7     | 3              | 10 |
| 11:00          | .         | .    | .     | .     | .     | 14    | 18   | .    | .     | 14    | 18             | 32 |
| 12:00 PM       | .         | .    | .     | .     | .     | 11    | 7    | .    | .     | 11    | 7              | 18 |
| 01:00          | .         | .    | .     | .     | .     | 18    | 14   | .    | .     | 18    | 14             | 32 |
| 02:00          | .         | .    | .     | .     | .     | 18    | 9    | .    | .     | 18    | 9              | 27 |
| 03:00          | .         | .    | .     | .     | .     | 15    | 13   | .    | .     | 15    | 13             | 28 |
| 04:00          | .         | .    | .     | .     | .     | 9     | 8    | .    | .     | 9     | 8              | 17 |
| 05:00          | .         | .    | .     | .     | .     | 15    | 9    | .    | .     | 15    | 9              | 24 |
| 06:00          | .         | .    | 20    | 31    | .     | .     | .    | .    | 20    | 31    | 51             |    |
| 07:00          | .         | .    | 13    | 13    | .     | .     | .    | .    | 13    | 13    | 26             |    |
| 08:00          | .         | .    | 6     | 3     | .     | .     | .    | .    | 6     | 3     | 9              |    |
| 09:00          | .         | .    | 8     | 3     | .     | .     | .    | .    | 8     | 3     | 11             |    |
| 10:00          | .         | .    | 6     | 0     | .     | .     | .    | .    | 6     | 0     | 6              |    |
| 11:00          | .         | .    | 7     | 5     | .     | .     | .    | .    | 7     | 5     | 12             |    |
| 12:00          | .         | .    | 3     | 2     | .     | .     | .    | .    | 3     | 2     | 5              |    |
| Total          | 0         | 0    | 63    | 57    | 143   | 98    | 0    | 0    | 206   | 155   | 361            |    |
| Combined Total | 0         |      | 120   |       | 241   |       | 0    |      | 361   |       |                |    |
| %tage          | 0.0%      | 0.0% | 30.6% | 36.8% | 69.4% | 63.2% | 0.0% | 0.0% | 57.1% | 42.9% |                |    |

|              |  |  |       |       |       |       |  |  |       |       |       |
|--------------|--|--|-------|-------|-------|-------|--|--|-------|-------|-------|
| AM Peak Vol. |  |  |       | 10:00 | 10:00 |       |  |  | 10:00 | 10:00 | 10:00 |
| PM Peak Vol. |  |  | 17:00 | 17:00 | 12:00 | 12:00 |  |  | 17:00 | 17:00 | 17:00 |
|              |  |  | 20    | 31    | 18    | 14    |  |  | 20    | 31    | 51    |

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Howe Street  
 W of Euclid  
 Site Code: p452  
 Date Start: 17-Feb-04

Weather: Cold  
 Counted By: SL  
 Board #: 10276  
 For: Euclid & Howe Study  
 Eastbound

| Start Time  | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76  | Total |
|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 02/18/04    | 0  | 4  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 999 |       |
| 01:00       | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 6     |
| 02:00       | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 03:00       | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 04:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 05:00       | 0  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 06:00       | 0  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 07:00       | 2  | 2  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 08:00       | 3  | 4  | 4  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 8     |
| 09:00       | 1  | 0  | 4  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 13    |
| 10:00       | 2  | 3  | 3  | 6  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 7     |
| 11:00       | 2  | 2  | 3  | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 14    |
| 12 PM       | 3  | 3  | 2  | 7  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 11    |
| 13:00       | 1  | 0  | 8  | 8  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 18    |
| 14:00       | 2  | 3  | 2  | 7  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 18    |
| 15:00       | 3  | 0  | 2  | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 15    |
| 16:00       | 4  | 5  | 2  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 9     |
| 17:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | 15    |
| 18:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 19:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 20:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 21:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 22:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 23:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| Total       | 25 | 29 | 37 | 43 | 9  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 143   |
| Grand Total | 44 | 44 | 51 | 55 | 12 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 206   |

15th Percentile : 11 MPH  
 50th Percentile : 22 MPH  
 85th Percentile : 29 MPH  
 95th Percentile : 31 MPH

Stats  
 Mean Speed(Average) : 21 MPH  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 106  
 Percent in Pace : 51.5%  
 Number of Vehicles > 30 MPH : 12  
 Percent of Vehicles > 30 MPH : 5.8%

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Euclid Avenue  
 N or Howe  
 Site Code: rcl1778  
 Date Start: 17-Feb-04

Weather: Cold  
 Counted By: SL  
 Board #: 10273  
 For: Euclid & Howe Study

| Start Time     | 16-Feb-04 | Mon  | Tue   | Wed   | Thu   | ADT   |       | Combined Total |
|----------------|-----------|------|-------|-------|-------|-------|-------|----------------|
|                | NB        | SB   | NB    | SB    | NB    | SB    | NB    |                |
| 12:00 AM       | .         | .    | .     | .     | .     | .     | .     | .              |
| 01:00          | .         | .    | .     | 1     | 0     | .     | 1     | 0              |
| 02:00          | .         | .    | .     | 0     | 0     | .     | 0     | 0              |
| 03:00          | .         | .    | .     | 1     | 0     | .     | 1     | 0              |
| 04:00          | .         | .    | .     | 2     | 1     | .     | 2     | 1              |
| 05:00          | .         | .    | .     | 0     | 0     | .     | 0     | 0              |
| 06:00          | .         | .    | .     | 0     | 1     | .     | 0     | 1              |
| 07:00          | .         | .    | .     | 1     | 0     | .     | 1     | 0              |
| 08:00          | .         | .    | .     | 2     | 5     | .     | 2     | 5              |
| 09:00          | .         | .    | .     | 3     | 9     | .     | 3     | 9              |
| 10:00          | .         | .    | .     | 0     | 5     | .     | 0     | 5              |
| 11:00          | .         | .    | .     | 1     | 4     | .     | 1     | 4              |
| 12:00 PM       | .         | .    | .     | 4     | 2     | .     | 4     | 2              |
| 01:00          | .         | .    | .     | 1     | 4     | .     | 1     | 4              |
| 02:00          | .         | .    | .     | 5     | 7     | .     | 5     | 7              |
| 03:00          | .         | .    | .     | 9     | 10    | .     | 9     | 10             |
| 04:00          | .         | .    | .     | 9     | 0     | .     | 9     | 0              |
| 05:00          | .         | .    | 7     | 8     | 3     | .     | 8     | 3              |
| 06:00          | .         | .    | 17    | 5     | .     | .     | 7     | 3              |
| 07:00          | .         | .    | 8     | 2     | .     | .     | 17    | 5              |
| 08:00          | .         | .    | 9     | 5     | .     | .     | 8     | 2              |
| 09:00          | .         | .    | 3     | 3     | .     | .     | 9     | 5              |
| 10:00          | .         | .    | 4     | 1     | .     | .     | 3     | 3              |
| 11:00          | .         | .    | 3     | 0     | .     | .     | 4     | 1              |
| Total          | 0         | 0    | 51    | 19    | 47    | 51    | 98    | 70             |
| Combined Total | 0         |      | 70    |       | 98    |       | 168   |                |
| %tage          | 0.0%      | 0.0% | 52.0% | 27.1% | 48.0% | 72.9% | 0.0%  | 0.0%           |
|                |           |      |       |       |       |       | 58.3% | 41.7%          |

|              |  |       |       |       |       |  |       |       |       |
|--------------|--|-------|-------|-------|-------|--|-------|-------|-------|
| AM Peak Vol. |  |       |       | 11:00 | 08:00 |  | 11:00 | 08:00 | 08:00 |
|              |  |       |       | 4     | 9     |  | 4     | 9     | 12    |
| PM Peak Vol. |  | 18:00 | 18:00 | 14:00 | 14:00 |  | 18:00 | 14:00 | 18:00 |
|              |  | 17    | 5     | 9     | 10    |  | 17    | 10    | 22    |

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Euclid Avenue  
 N or Howe  
 Site Code: rcl1778  
 Date Start: 17-Feb-04

Weather: Cold  
 Counted By: SL  
 Board #: 10273  
 For: Euclid & Howe Study  
 Southbound

| Start Time  | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 76  | Total |
|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 02/18/04    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 999 | 0     |
| 01:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 02:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 03:00       | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 04:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 05:00       | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 06:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 07:00       | 3  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 08:00       | 4  | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 09:00       | 2  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 10:00       | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 9     |
| 11:00       | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 12 PM       | 3  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 13:00       | 4  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 14:00       | 2  | 7  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 15:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 7     |
| 16:00       | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 10    |
| 17:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | 0     |
| 18:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | 3     |
| 19:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 20:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 21:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 22:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 23:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| Total       | 25 | 24 | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | *     |
| Grand Total | 34 | 33 | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 51    |

15th Percentile : 4 MPH  
 50th Percentile : 16 MPH  
 85th Percentile : 19 MPH  
 95th Percentile : 20 MPH

Stats  
 Mean Speed(Average) : 13 MPH  
 10 MPH Pace Speed : 11-20 MPH  
 Number in Pace : 43  
 Percent in Pace : 61.4%  
 Number of Vehicles > 30 MPH : 0  
 Percent of Vehicles > 30 MPH : 0.0%

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Euclid Avenue  
 S of Howe  
 Site Code: p4527  
 Date Start: 17-Feb-04

Weather: Cold  
 Counted By: SL  
 Board #: 10275  
 For: Euclid & Howe Study

| Start Time            | 16-Feb-04 | Mon  | Tue   |       | Wed   |       | Thu  |      | ADT   |       | Combined |
|-----------------------|-----------|------|-------|-------|-------|-------|------|------|-------|-------|----------|
|                       | NB        | SB   | NB    | SB    | NB    | SB    | NB   | SB   | NB    | SB    | Total    |
| 12:00 AM              | *         | *    | *     | *     | 2     | 0     | *    | *    |       |       |          |
| 01:00                 | *         | *    | *     | *     | 0     | 0     | *    | *    | 2     | 0     | 2        |
| 02:00                 | *         | *    | *     | *     | 1     | 0     | *    | *    | 0     | 0     | 0        |
| 03:00                 | *         | *    | *     | *     | 1     | 0     | *    | *    | 1     | 0     | 1        |
| 04:00                 | *         | *    | *     | *     | 1     | 0     | *    | *    | 1     | 0     | 1        |
| 05:00                 | *         | *    | *     | *     | 0     | 1     | *    | *    | 0     | 1     | 1        |
| 06:00                 | *         | *    | *     | *     | 0     | 1     | *    | *    | 0     | 1     | 1        |
| 07:00                 | *         | *    | *     | *     | 3     | 0     | *    | *    | 3     | 0     | 3        |
| 08:00                 | *         | *    | *     | *     | 1     | 2     | *    | *    | 1     | 2     | 3        |
| 09:00                 | *         | *    | *     | *     | 4     | 6     | *    | *    | 4     | 6     | 10       |
| 10:00                 | *         | *    | *     | *     | 2     | 4     | *    | *    | 2     | 4     | 6        |
| 11:00                 | *         | *    | *     | *     | 7     | 1     | *    | *    | 7     | 1     | 8        |
| 12:00 PM              | *         | *    | *     | *     | 2     | 0     | *    | *    | 2     | 0     | 2        |
| 01:00                 | *         | *    | *     | *     | 3     | 1     | *    | *    | 3     | 1     | 4        |
| 02:00                 | *         | *    | *     | *     | 5     | 8     | *    | *    | 5     | 8     | 13       |
| 03:00                 | *         | *    | *     | *     | 5     | 7     | *    | *    | 5     | 7     | 12       |
| 04:00                 | *         | *    | *     | *     | 6     | 4     | *    | *    | 6     | 4     | 10       |
| 05:00                 | *         | *    | 6     | 6     | 7     | 3     | *    | *    | 7     | 3     | 10       |
| 06:00                 | *         | *    | 10    | 8     | *     | *     | *    | *    | 6     | 6     | 12       |
| 07:00                 | *         | *    | 4     | 2     | *     | *     | *    | *    | 10    | 8     | 18       |
| 08:00                 | *         | *    | 5     | 4     | *     | *     | *    | *    | 4     | 2     | 6        |
| 09:00                 | *         | *    | 5     | 4     | *     | *     | *    | *    | 5     | 4     | 9        |
| 10:00                 | *         | *    | 5     | 2     | *     | *     | *    | *    | 5     | 2     | 7        |
| 11:00                 | *         | *    | 3     | 5     | *     | *     | *    | *    | 3     | 5     | 8        |
| 12:00                 | *         | *    | 3     | 0     | *     | *     | *    | *    | 3     | 0     | 3        |
| <b>Total</b>          | 0         | 0    | 36    | 27    | 49    | 38    | 0    | 0    | 85    | 65    | 150      |
| <b>Combined Total</b> | 0         |      | 63    |       | 87    |       | 0    |      | 150   |       |          |
| <b>%tage</b>          | 0.0%      | 0.0% | 42.4% | 41.5% | 57.6% | 58.5% | 0.0% | 0.0% | 56.7% | 43.3% |          |

| AM Peak Vol. | 18:00 | 18:00 | 16:00 | 13:00 | 10:00 | 08:00 | 08:00 |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| PM Peak Vol. | 10    | 8     | 7     | 8     | 10    | 8     | 18    |

Weather: Cold  
 Counted By: SL  
 Board #: 10275  
 For: Euclid & Howe Study

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

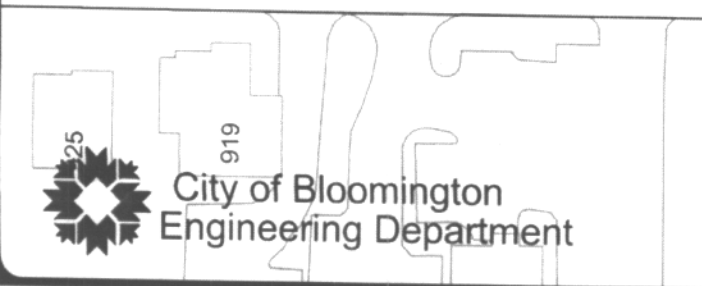
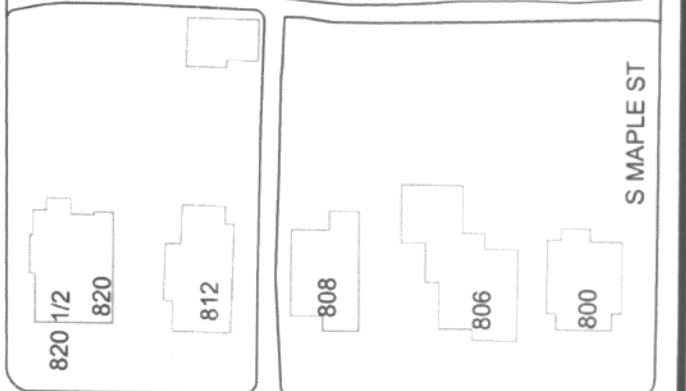
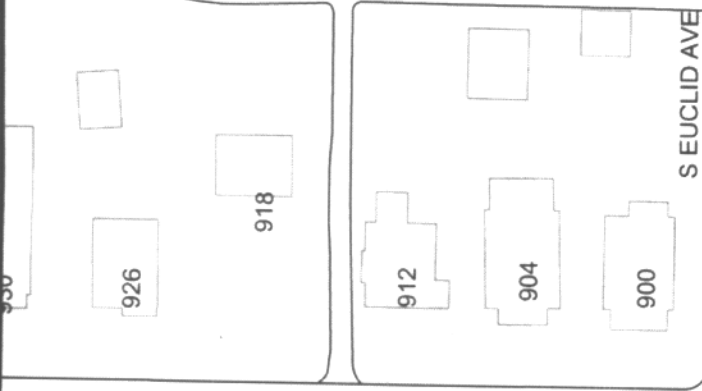
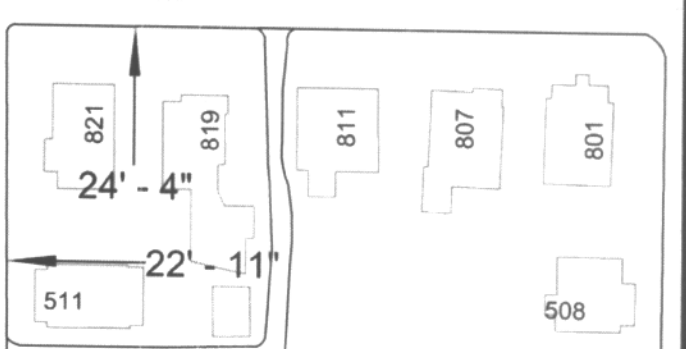
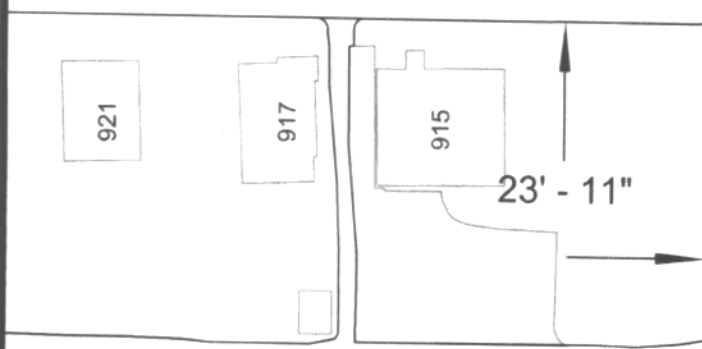
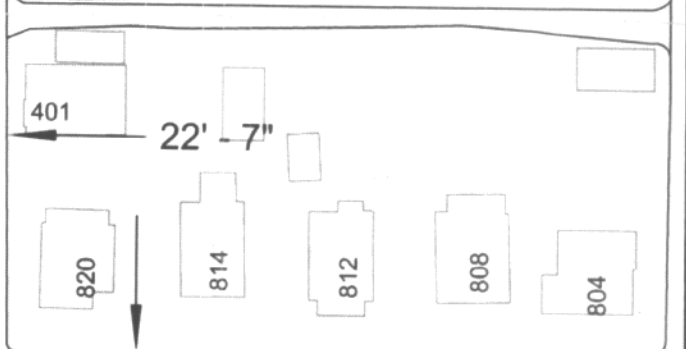
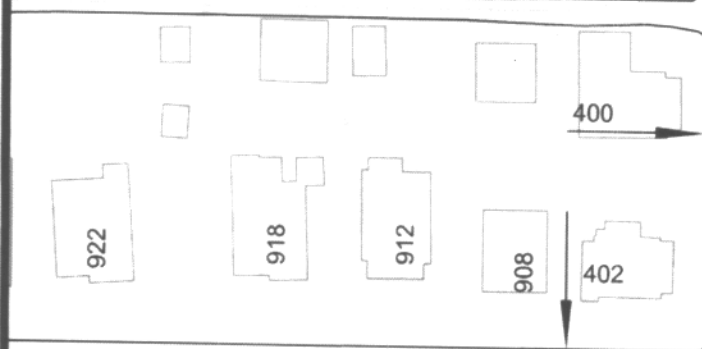
Euclid Avenue  
 S of Howe  
 Site Code: p4527  
 Date Start: 17-Feb-04

Northbound

| Start Time  | 1  | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76  | Total |
|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
|             | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 |       |
| 02/18/04    | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 01:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 02:00       | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 03:00       | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 04:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 05:00       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 06:00       | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 07:00       | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 08:00       | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 09:00       | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 10:00       | 7  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 11:00       | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 7     |
| 12 PM       | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 13:00       | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 14:00       | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 15:00       | 6  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 16:00       | 7  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 6     |
| 17:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | 7     |
| 18:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 19:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 20:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 21:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 22:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| 23:00       | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *  | *   | *     |
| Total       | 49 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 49    |
| Grand Total | 85 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 85    |

15th Percentile : 3 MPH  
 50th Percentile : 7 MPH  
 85th Percentile : 13 MPH  
 95th Percentile : 15 MPH

Stats  
 Mean Speed(Average) : 8 MPH  
 10 MPH Pace Speed : 1-10 MPH  
 Number in Pace : 60  
 Percent in Pace : 70.6%  
 Number of Vehicles > 30 MPH : 0  
 Percent of Vehicles > 30 MPH : 0.0%



City of Bloomington  
Engineering Department

# Euclid and Howe Intersection Dimensions



**\*\*\* Amendment Form \*\*\***

**Ordinance #:** 04-11  
**Amendment #:** 02  
**Submitted By:** Traffic Commission  
**Date:** May 14, 2004

**Proposed Amendment:**

1. Section III of Ordinance 04-11, regarding Section 15.12.010 Schedule B (Multi-Way Stops) of the Bloomington Municipal Code, shall be amended to add the following:

MULTI –STOP INTERSECTIONS

Dunn Street & Smith Avenue

3-Way

**Synopsis**

This amendment is proposed by the Traffic Commission and would authorize a multi-way stop at the intersection of Dunn Street and Smith Avenue.

**5/26/04 Committee Action:** Pending  
**6/2/04 Regular Session Action:** Pending

(May 14, 2004)

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**ENGINEERING MEMORANDUM**

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**TO:** COMMON COUNCIL MEMBERS  
**FROM:** JUSTIN WYKOFF, MANAGER OF ENGINEERING SERVICES *ju*  
**SUBJECT:** ORDINANCE 04-11 – AMENDMENT 2 (MULTI-WAY STOP – DUNN STREET AND SMITH AVENUE)  
**DATE:** 5/11/2004  
**CC:** DAN SHERMAN, COUNCIL ADMINISTRATOR/ATTORNEY

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Ordinance 04-11 is composed of several modifications to Title 15 “Vehicles and Traffic” due to recent annexations, code corrections, road projects, and other requested changes by both City Officials and members of the public. With this ordinance are areas where Engineering opinion differs from that of the Bloomington Traffic Commission. One particular issue is with the placement of a multi-way stop at the intersection of Dunn Street and Smith Avenue.

The Engineering Department received this request from Dan Gorayeb, who was concerned about an accident that he witnessed on February 11, 2004.

This area has come before the Traffic Commission in the past (1999) and did not meet the warrants for a multi-way stop at that time.

Included with your packets is an updated warrant analysis with accident reports for this intersection. As you can read this intersection does not meet the warrants for a multi-way stop, but does have an alarming amount of accidents occurring.

Upon investigation of these accidents it was found that several of the accident reports list being unable to see due to parked vehicles was the primary cause for the collisions as well as driver inattention. From the pictures included with your packet you can see that the visibility is limited with the number of parked cars along Dunn Street North of Smith Avenue.

An extension of the yellow curb to the North with the addition of a “No Parking Here To Corner” sign would improve the visibility at this intersection. Additional enforcement by Bloomington Police Department would also assist in deterring illegal parking in this area as well as it is currently not within a area that is patrolled by our parking enforcement division.

At this time the City of Bloomington Street Department is in the process of replacing sidewalks in the area that are in need of repair and we will ensure that those curbs are painted and signed as well to ensure that it is clearly understood which areas are prohibited for parking close to the intersection. A multi-way stop intersection is not supported by traffic warrants at this intersection, however other issues as mentioned above can be addressed other than a multi-way stop that can increase the safety of this intersection.

Should you have any questions regarding this amendment please contact me at your convenience.

Thank you,

**CITY OF BLOOMINGTON**  
 Engineering Department  
 401 N. Morton Street, Bloomington, IN 47401

Study Name : **Dunn & Smith**  
 Study Date : **03/16/04**

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: Dunn Street**  
 Total Approach Volume: 0  
 Approach Speed: 25

**Southbound: Dunn Street**  
 Total Approach Volume: 2,707  
 Approach Speed: 25

**Minor Street Approaches**

**Eastbound: Smith Avenue**  
 Total Approach Volume: 421

**Westbound: Smith Avenue**  
 Total Approach Volume: 317

**Warrant Summary**

**Criteria A - Interim Measure** ..... Not Evaluated  
 If traffic signals are justified, stop signs can be installed as an interim measure.

**Criteria B - Crash Experience** ..... **Not Satisfied**  
 Number of crashes (4) is less than the minimum required (5).

**Criteria C - Minimum Volumes and Delays** ..... **Not Satisfied**  
 Delay data not evaluated  
 Required volumes reached for 0 hours, 8 are needed

**Criteria D - 80% of Volumes, Delays, and Crashes** ..... **Not Satisfied**  
 Delay data not evaluated  
 Required volumes reached for 0 hours, 8 are needed

**Analysis of 8-Hour Volume Warrants:**

| Time          | Major Crit<br>Total | Minor<br>Total | Crit C     |            |        | Crit D     |            |        |
|---------------|---------------------|----------------|------------|------------|--------|------------|------------|--------|
|               |                     |                | Major Crit | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? |
| 00:00 - 01:00 | 101                 | 23             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 01:00 - 02:00 | 83                  | 20             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 02:00 - 03:00 | 46                  | 12             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 03:00 - 04:00 | 34                  | 6              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 04:00 - 05:00 | 24                  | 8              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 05:00 - 06:00 | 12                  | 3              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 06:00 - 07:00 | 19                  | 6              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 07:00 - 08:00 | 25                  | 6              | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 08:00 - 09:00 | 29                  | 10             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 09:00 - 10:00 | 54                  | 32             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 10:00 - 11:00 | 71                  | 33             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 11:00 - 12:00 | 86                  | 25             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 12:00 - 13:00 | 146                 | 28             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 13:00 - 14:00 | 123                 | 55             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 14:00 - 15:00 | 151                 | 41             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 15:00 - 16:00 | 116                 | 47             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 16:00 - 17:00 | 201                 | 55             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 17:00 - 18:00 | 291                 | 54             | 300-No     | 200-No     | No     | 240-Yes    | 160-No     | Major  |
| 18:00 - 19:00 | 240                 | 65             | 300-No     | 200-No     | No     | 240-Yes    | 160-No     | Major  |
| 19:00 - 20:00 | 222                 | 47             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 20:00 - 21:00 | 178                 | 49             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 21:00 - 22:00 | 157                 | 45             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 22:00 - 23:00 | 162                 | 35             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |
| 23:00 - 00:00 | 136                 | 33             | 300-No     | 200-No     | No     | 240-No     | 160-No     | No     |

[Fwd: [Fwd: [Fwd: Dangerous intersection on the corner of Smith and Dunn]]]

**Subject:** [Fwd: [Fwd: [Fwd: Dangerous intersection on the corner of Smith and Dunn]]]

**Date:** Wed, 11 Feb 2004 15:12:46 -0500

**From:** Jamie Brinegar <brinegaj@bloomington.in.gov>

**Organization:** City of Bloomington

**To:** Justin Wykoff <wykoffj@bloomington.in.gov>

Justin-

In case no one has forwarded this to you. I'm not sure if there is enough traffic from Smith to warrant a stop sign, but I'll let you handle that. :-)

Jamie B.

Becci Brock wrote:

----- Original Message -----

**Subject:** [Fwd: Dangerous intersection on the corner of Smith and Dunn]

**Date:** Wed, 11 Feb 2004 14:05:34 -0500

**From:** Pat Houser <houserp@bloomington.in.gov>

**Organization:** City of Bloomington

**To:** brockr@bloomington.in.gov

---

**Subject:** Dangerous intersection on the corner of Smith and Dunn

**Date:** Wed, 11 Feb 2004 13:32:32 -0500

**From:** "Daniel Gorayeb" <dgorayeb@indiana.edu>

**Organization:** IU School of Law

**To:** <mayor@bloomington.in.gov>

**CC:** <council@bloomington.in.gov>, <legal@bloomington.in.gov>

Mayor Kruzan,

Today, February 11, 2004 at approx. 1:10 PM, I witnessed a motor vehicle accident on the corner of Smith and Dunn Sts. Unfortunately, this was not the first time I have witnessed such an occurrence. In the past few months, I have personally witnessed three accidents, including a vehicle roll-over at intersection of these tertiary streets. Due to the limited visibility afforded by the grade on Smith St and cars parked on Dunn, the single stop sign on Smith is far from adequate. I believe a four way stop is needed. The situation is so bad that my friends and I have actually been driving around the block to avoid crossing Dunn on Smith.

I do not believe it is in the interest of Bloomington to ignore such an obvious hazard to its citizenry any longer. I will follow this letter with a mailed paper copy, and if it proves necessary, a letter to the editor of the Herald-Times, and IDS.

Thank you for your anticipated cooperation.

Very truly yours,

Dan Gorayeb

Start Date: 3/8/2004  
 Start Time: 12:00:00 PM  
 Site Code: q4467  
 Station ID: Dunn Clsd 7am - 2pm  
 Location 1: Dunn Street  
 Location 2: N of Smith  
 Weather: Clear  
 Counted By: SL  
 Board #: 10273

For: Smith & Dunn Intersection Study

\* Using Highest numbers as 2004 Counts

| Number | Date     | Time        | SB 2004 | SB 1999 | Diff. | SB High | SB Low | Diff. |
|--------|----------|-------------|---------|---------|-------|---------|--------|-------|
| 1      | 3/8/2004 | 12:00:00 PM | 146     | 62      | 84    | 146     | 62     | 84    |
| 2      | 3/8/2004 | 1:00:00 PM  | 123     | 121     | 2     | 123     | 121    | 2     |
| 3      | 3/8/2004 | 2:00:00 PM  | 151     | 137     | 14    | 151     | 137    | 14    |
| 4      | 3/8/2004 | 3:00:00 PM  | 116     | 100     | 16    | 116     | 100    | 16    |
| 5      | 3/8/2004 | 4:00:00 PM  | 201     | 155     | 46    | 201     | 155    | 46    |
| 6      | 3/8/2004 | 5:00:00 PM  | 291     | 184     | 107   | 291     | 184    | 107   |
| 7      | 3/8/2004 | 6:00:00 PM  | 180     | 240     | -60   | 240     | 180    | 60    |
| 8      | 3/8/2004 | 7:00:00 PM  | 165     | 222     | -57   | 222     | 165    | 57    |
| 9      | 3/8/2004 | 8:00:00 PM  | 173     | 178     | -5    | 178     | 173    | 5     |
| 10     | 3/8/2004 | 9:00:00 PM  | 156     | 157     | -1    | 157     | 156    | 1     |
| 11     | 3/8/2004 | 10:00:00 PM | 109     | 162     | -53   | 162     | 109    | 53    |
| 12     | 3/8/2004 | 11:00:00 PM | 87      | 136     | -49   | 136     | 87     | 49    |
| 13     | 3/9/2004 | 12:00:00 AM | 101     | 87      | 14    | 101     | 87     | 14    |
| 14     | 3/9/2004 | 1:00:00 AM  | 40      | 83      | -43   | 83      | 40     | 43    |
| 15     | 3/9/2004 | 2:00:00 AM  | 16      | 46      | -30   | 46      | 16     | 30    |
| 16     | 3/9/2004 | 3:00:00 AM  | 15      | 34      | -19   | 34      | 15     | 19    |
| 17     | 3/9/2004 | 4:00:00 AM  | 9       | 24      | -15   | 24      | 9      | 15    |
| 18     | 3/9/2004 | 5:00:00 AM  | 3       | 12      | -9    | 12      | 3      | 9     |
| 19     | 3/9/2004 | 6:00:00 AM  | 19      | 7       | 12    | 19      | 7      | 12    |
| 20     | 3/9/2004 | 7:00:00 AM  | 25      | 8       | 17    | 25      | 8      | 17    |
| 21     | 3/9/2004 | 8:00:00 AM  | 29      | 25      | 4     | 29      | 25     | 4     |
| 22     | 3/9/2004 | 9:00:00 AM  | 54      | 52      | 2     | 54      | 52     | 2     |
| 23     | 3/9/2004 | 10:00:00 AM | 46      | 71      | -25   | 71      | 46     | 25    |
| 24     | 3/9/2004 | 11:00:00 AM | 59      | 86      | -27   | 86      | 59     | 27    |
|        |          |             | 2314    | 2389    |       | * 2707  | 1996   |       |

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Dunn Street  
 N of Smith  
 Site Code: q4467  
 Date Start: 08-Mar-04

Weather: Clear  
 Counted By: SL  
 Board #: 10273

For: Smith & Dunn Intersection Study

| Start Time   | Mon<br>08-Mar-04 | Tue          | Wed      | Thu      | Fri      | Average<br>Day | Sat      | Sun      | Week<br>Average |
|--------------|------------------|--------------|----------|----------|----------|----------------|----------|----------|-----------------|
| 12:00 AM     | *                | <b>101</b>   | *        | *        | *        | <b>101</b>     | *        | *        | <b>101</b>      |
| 01:00        | *                | 40           | *        | *        | *        | 40             | *        | *        | 40              |
| 02:00        | *                | 16           | *        | *        | *        | 16             | *        | *        | 16              |
| 03:00        | *                | 15           | *        | *        | *        | 15             | *        | *        | 15              |
| 04:00        | *                | 9            | *        | *        | *        | 9              | *        | *        | 9               |
| 05:00        | *                | 3            | *        | *        | *        | 3              | *        | *        | 3               |
| 06:00        | *                | 19           | *        | *        | *        | 19             | *        | *        | 19              |
| 07:00        | *                | 25           | *        | *        | *        | 25             | *        | *        | 25              |
| 08:00        | *                | 29           | *        | *        | *        | 29             | *        | *        | 29              |
| 09:00        | *                | 54           | *        | *        | *        | 54             | *        | *        | 54              |
| 10:00        | *                | 46           | *        | *        | *        | 46             | *        | *        | 46              |
| 11:00        | *                | 59           | *        | *        | *        | 59             | *        | *        | 59              |
| 12:00 PM     | 146              | *            | *        | *        | *        | 146            | *        | *        | 146             |
| 01:00        | 123              | *            | *        | *        | *        | 123            | *        | *        | 123             |
| 02:00        | 151              | *            | *        | *        | *        | 151            | *        | *        | 151             |
| 03:00        | 116              | *            | *        | *        | *        | 116            | *        | *        | 116             |
| 04:00        | 201              | *            | *        | *        | *        | 201            | *        | *        | 201             |
| 05:00        | <b>291</b>       | *            | *        | *        | *        | <b>291</b>     | *        | *        | <b>291</b>      |
| 06:00        | 180              | *            | *        | *        | *        | 180            | *        | *        | 180             |
| 07:00        | 165              | *            | *        | *        | *        | 165            | *        | *        | 165             |
| 08:00        | 173              | *            | *        | *        | *        | 173            | *        | *        | 173             |
| 09:00        | 156              | *            | *        | *        | *        | 156            | *        | *        | 156             |
| 10:00        | 109              | *            | *        | *        | *        | 109            | *        | *        | 109             |
| 11:00        | 87               | *            | *        | *        | *        | 87             | *        | *        | 87              |
| <b>Total</b> | <b>1898</b>      | <b>416</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>2314</b>    | <b>0</b> | <b>0</b> | <b>2314</b>     |
| % Avg. WkDay | 82.0%            | 18.0%        | 0.0%     | 0.0%     | 0.0%     | 100.0%         |          |          |                 |
| % Avg. Week  | 82.0%            | 18.0%        | 0.0%     | 0.0%     | 0.0%     | 100.0%         | 0.0%     | 0.0%     |                 |
| AM Peak Vol. |                  | 00:00<br>101 |          |          |          | 00:00<br>101   |          |          | 00:00<br>101    |
| PM Peak Vol. | 17:00<br>291     |              |          |          |          | 17:00<br>291   |          |          | 17:00<br>291    |
| <b>Total</b> | <b>1898</b>      | <b>416</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>2314</b>    | <b>0</b> | <b>0</b> | <b>2314</b>     |
| ADT          | Not Calculated   |              |          |          |          |                |          |          |                 |

South Dunn Street  
 North of Smith Avenue  
 Board # : 146  
 Requested by Jane Fleig

City of Bloomington Engineering  
 401 N. Morton Street  
 Bloomington, IN 47404

1022  
 Site Code : 000000000055  
 Start Date: 09/13/1999  
 File I.D. : 268

| Begin Time | Northbound |       |      |       |      |      |      |      |    |     |    |    |    |    | Week | Avg. |
|------------|------------|-------|------|-------|------|------|------|------|----|-----|----|----|----|----|------|------|
|            | Mon. 09/13 | Tues. | Wed. | Thur. | Fri. | Sat. | Sun. | NB   | SB | NB  | SB | NB | SB | NB |      |      |
| 12:00 am   | *          | *     | *    | *     | *    | *    | 0    | 84   | 0  | 90  | *  | *  | *  | *  | 0    | 87   |
| 01:00      | *          | *     | *    | *     | *    | *    | 0    | 70   | 1  | 96  | *  | *  | *  | *  | 0    | 83   |
| 02:00      | *          | *     | *    | *     | *    | *    | 0    | 46   | 0  | 47  | *  | *  | *  | *  | 0    | 46   |
| 03:00      | *          | *     | *    | *     | *    | *    | 0    | 22   | 0  | 46  | *  | *  | *  | *  | 0    | 34   |
| 04:00      | *          | *     | *    | *     | *    | *    | 0    | 16   | 0  | 33  | *  | *  | *  | *  | 0    | 24   |
| 05:00      | *          | *     | *    | *     | *    | *    | 0    | 12   | 0  | 11  | *  | *  | *  | *  | 0    | 12   |
| 06:00      | *          | *     | *    | *     | *    | *    | 0    | 7    | 0  | 7   | *  | *  | *  | *  | 0    | 7    |
| 07:00      | *          | *     | *    | *     | *    | *    | 0    | 5    | 0  | 10  | *  | *  | *  | *  | 0    | 8    |
| 08:00      | *          | *     | *    | *     | *    | *    | 0    | 21   | 0  | 29  | *  | *  | *  | *  | 0    | 25   |
| 09:00      | *          | *     | *    | *     | *    | *    | 0    | 53   | 0  | 52  | *  | *  | *  | *  | 0    | 52   |
| 10:00      | *          | *     | *    | *     | *    | *    | 0    | 73   | 0  | 69  | *  | *  | *  | *  | 0    | 71   |
| 11:00      | *          | *     | *    | *     | *    | *    | 0    | 90   | 1  | 82  | *  | *  | *  | *  | 0    | 86   |
| 12:00 pm   | *          | *     | *    | *     | *    | *    | 0    | 113  | 0  | 10  | *  | *  | *  | *  | 0    | 62   |
| 01:00      | *          | *     | *    | *     | *    | *    | 0    | 121  | *  | *   | *  | *  | *  | *  | 0    | 121  |
| 02:00      | *          | *     | *    | *     | *    | *    | 0    | 137  | *  | *   | *  | *  | *  | *  | 0    | 137  |
| 03:00      | *          | *     | *    | *     | *    | *    | 0    | 100  | *  | *   | *  | *  | *  | *  | 0    | 100  |
| 04:00      | *          | *     | *    | *     | *    | *    | 0    | 155  | *  | *   | *  | *  | *  | *  | 0    | 155  |
| 05:00      | *          | *     | *    | *     | *    | *    | 0    | 184  | *  | *   | *  | *  | *  | *  | 0    | 184  |
| 06:00      | *          | *     | *    | *     | 2    | 248  | 1    | 231  | *  | *   | *  | *  | *  | *  | 0    | 184  |
| 07:00      | *          | *     | *    | *     | 2    | 214  | 0    | 230  | *  | *   | *  | *  | *  | *  | 2    | 240  |
| 08:00      | *          | *     | *    | *     | 1    | 179  | 1    | 176  | *  | *   | *  | *  | *  | *  | 1    | 222  |
| 09:00      | *          | *     | *    | *     | 0    | 145  | 1    | 169  | *  | *   | *  | *  | *  | *  | 1    | 178  |
| 10:00      | *          | *     | *    | *     | 1    | 177  | 0    | 148  | *  | *   | *  | *  | *  | *  | 0    | 157  |
| 11:00      | *          | *     | *    | *     | 0    | 140  | 0    | 132  | *  | *   | *  | *  | *  | *  | 0    | 162  |
| Totals     | 0          | 0     | 0    | 0     | 6    | 1103 | 3    | 2395 | 2  | 582 | 0  | 0  | 0  | 0  | 4    | 2389 |
|            | 0          | 0     | 0    | 0     | 1109 | 2398 | 584  | 0    | 0  | 0   | 0  | 0  | 0  | 0  | 2393 |      |

AVG = 178.13

|          |     |     |     |     |        |       |       |        |       |       |     |     |     |     |
|----------|-----|-----|-----|-----|--------|-------|-------|--------|-------|-------|-----|-----|-----|-----|
| Avg      | .0% | .0% | .0% | .0% | 150.0% | 46.1% | 75.0% | 100.2% | 50.0% | 24.3% | .0% | .0% | .0% | .0% |
| AM Peaks |     |     |     |     |        |       |       |        |       |       |     |     |     |     |
| Volume   |     |     |     |     |        |       |       |        |       |       |     |     |     |     |
|          |     |     |     |     |        |       |       |        |       |       |     |     |     |     |
| PM Peaks |     |     |     |     |        |       |       |        |       |       |     |     |     |     |
| Volume   |     |     |     |     |        |       |       |        |       |       |     |     |     |     |
|          |     |     |     |     |        |       |       |        |       |       |     |     |     |     |
| ADTs     |     |     |     |     |        |       |       |        |       |       |     |     |     |     |

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Dunn Street  
 N of Smith  
 Site Code: q4467  
 Date Start: 08-Mar-04

Weather: Clear  
 Counted By: SL  
 Board #: 10273

For: Smith & Dunn Intersection Study  
 Southbound

| Start Time   | 1          | 16         | 21         | 26         | 31        | 36       | 41       | 46       | 51       | 56       | 61       | 66       | 71       | 76       | Total       |
|--------------|------------|------------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| 03/08/04     | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | 999      | .           |
| 01:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 02:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 03:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 04:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 05:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 06:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 07:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 08:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 09:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 10:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 11:00        | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 12 PM        | 29         | 35         | 66         | 14         | 1         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 146         |
| 13:00        | 46         | 17         | 37         | 22         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 123         |
| 14:00        | 29         | 42         | 54         | 22         | 4         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 151         |
| 15:00        | 27         | 20         | 41         | 26         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 116         |
| 16:00        | 46         | 49         | 77         | 28         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 201         |
| 17:00        | 67         | 96         | 100        | 27         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 291         |
| 18:00        | 42         | 59         | 54         | 23         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 180         |
| 19:00        | 30         | 41         | 69         | 24         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 165         |
| 20:00        | 50         | 41         | 57         | 24         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 173         |
| 21:00        | 46         | 56         | 47         | 6          | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 156         |
| 22:00        | 42         | 16         | 37         | 10         | 3         | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 109         |
| 23:00        | 29         | 22         | 24         | 10         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 87          |
| <b>Total</b> | <b>483</b> | <b>494</b> | <b>663</b> | <b>236</b> | <b>20</b> | <b>1</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1898</b> |



Weather: Clear  
 Counted By: SL  
 Board #: 10273

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Dunn Street  
 N of Smith  
 Site Code: q4467  
 Date Start: 08-Mar-04

For: Smith & Dunn Intersection Study  
 Southbound

| Start Time         | 15         | 20         | 25         | 30         | 35        | 40       | 45       | 50       | 55       | 60       | 65       | 70       | 75       | 76       | Total       |
|--------------------|------------|------------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| 03/09/04           | 31         | 30         | 28         | 10         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 999      | Total       |
| 01:00              | 14         | 8          | 9          | 9          | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 101         |
| 02:00              | 4          | 0          | 8          | 4          | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 40          |
| 03:00              | 1          | 1          | 7          | 6          | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 16          |
| 04:00              | 2          | 1          | 4          | 1          | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 15          |
| 05:00              | 2          | 0          | 1          | 0          | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 9           |
| 06:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | 3           |
| 07:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 08:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 09:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 10:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 11:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 12 PM              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 13:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 14:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 15:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 16:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 17:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 18:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 19:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 20:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 21:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 22:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| 23:00              | .          | .          | .          | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .           |
| <b>Total</b>       | <b>54</b>  | <b>40</b>  | <b>57</b>  | <b>30</b>  | <b>3</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>184</b>  |
| <b>Grand Total</b> | <b>537</b> | <b>534</b> | <b>720</b> | <b>266</b> | <b>23</b> | <b>1</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2082</b> |

15th Percentile : 9 MPH  
 50th Percentile : 20 MPH  
 85th Percentile : 25 MPH  
 95th Percentile : 29 MPH

Stats  
 Mean Speed(Average) : 19 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 1254  
 Percent in Pace : 60.2%  
 Number of Vehicles > 30 MPH : 25  
 Percent of Vehicles > 30 MPH : 1.2%

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Dunn Street  
 N of Smith  
 Site Code: q4467  
 Date Start: 08-Mar-04

Weather: Clear  
 Counted By: SL  
 Board #: 10273

For: Smith & Dunn Intersection Study

| Start Time   | Mon<br>08-Mar-04 | Tue        | Wed        | Thu        | Fri        | Average<br>Day | Sat  | Sun  | Week<br>Average |
|--------------|------------------|------------|------------|------------|------------|----------------|------|------|-----------------|
| 12:00 AM     | *                | <b>101</b> | <b>88</b>  | <b>90</b>  | 58         | <b>84</b>      | *    | *    | <b>84</b>       |
| 01:00        | *                | 40         | 50         | 49         | 56         | 49             | *    | *    | 49              |
| 02:00        | *                | 16         | 25         | 30         | 31         | 26             | *    | *    | 26              |
| 03:00        | *                | 15         | 13         | 43         | 28         | 25             | *    | *    | 25              |
| 04:00        | *                | 9          | 10         | 19         | 14         | 13             | *    | *    | 13              |
| 05:00        | *                | 3          | 7          | 10         | 8          | 7              | *    | *    | 7               |
| 06:00        | *                | 19         | 8          | 14         | 11         | 13             | *    | *    | 13              |
| 07:00        | *                | 25         | 27         | 22         | 15         | 22             | *    | *    | 22              |
| 08:00        | *                | 29         | 23         | 33         | 12         | 24             | *    | *    | 24              |
| 09:00        | *                | 54         | 40         | 33         | 36         | 41             | *    | *    | 41              |
| 10:00        | *                | 46         | 30         | 53         | 48         | 44             | *    | *    | 44              |
| 11:00        | *                | 59         | 72         | 84         | <b>62</b>  | 69             | *    | *    | 69              |
| 12:00 PM     | 146              | 66         | 70         | 96         | 86         | 93             | *    | *    | 93              |
| 01:00        | 123              | 55         | 109        | 118        | 69         | 95             | *    | *    | 95              |
| 02:00        | 151              | 124        | 141        | 140        | 140        | 139            | *    | *    | 139             |
| 03:00        | 116              | 141        | 140        | 140        | <b>159</b> | 139            | *    | *    | 139             |
| 04:00        | 201              | 186        | 211        | 219        | *          | 204            | *    | *    | 204             |
| 05:00        | <b>291</b>       | <b>254</b> | <b>261</b> | <b>258</b> | *          | <b>266</b>     | *    | *    | <b>266</b>      |
| 06:00        | 180              | 200        | 160        | 169        | *          | 177            | *    | *    | 177             |
| 07:00        | 165              | 149        | 174        | 159        | *          | 162            | *    | *    | 162             |
| 08:00        | 173              | 127        | 151        | 154        | *          | 151            | *    | *    | 151             |
| 09:00        | 156              | 156        | 176        | 115        | *          | 151            | *    | *    | 151             |
| 10:00        | 109              | 126        | 137        | 111        | *          | 121            | *    | *    | 121             |
| 11:00        | 87               | 62         | 103        | 82         | *          | 84             | *    | *    | 84              |
| Total        | 1898             | 2062       | 2226       | 2241       | 833        | 2199           | 0    | 0    | 2199            |
| % Avg. WkDay | 86.3%            | 93.8%      | 101.2%     | 101.9%     | 37.9%      | 100.0%         |      |      |                 |
| % Avg. Week  | 86.3%            | 93.8%      | 101.2%     | 101.9%     | 37.9%      | 100.0%         | 0.0% | 0.0% |                 |
| AM Peak      |                  | 00:00      | 00:00      | 00:00      | 11:00      | 00:00          |      |      | 00:00           |
| Vol.         |                  | 101        | 88         | 90         | 62         | 84             |      |      | 84              |
| PM Peak      | 17:00            | 17:00      | 17:00      | 17:00      | 15:00      | 17:00          |      |      | 17:00           |
| Vol.         | 291              | 254        | 261        | 258        | 159        | 266            |      |      | 266             |
| Total        | 1898             | 2062       | 2226       | 2241       | 833        | 2199           | 0    | 0    | 2199            |

ADT Not Calculated

Start Date: 3/8/2004

Start Time: 12:00:00 PM

Site Code: q4591

Location 1: Smith Avenue

Location 2: W of Dunn

Weather: Clear

Counted By: SL

Board #: 10284

For: Smith & Dunn Intersection Study

\* Using Highest numbers as 2004

| Number | Date     | Time        | EB 2004 | EB 1999 | Diff. | EB High | EB Low |
|--------|----------|-------------|---------|---------|-------|---------|--------|
| 1      | 3/8/2004 | 12:00:00 PM | 15      | 10      | 5     | 15      | 10     |
| 2      | 3/8/2004 | 1:00:00 PM  | 26      | 19      | 7     | 26      | 19     |
| 3      | 3/8/2004 | 2:00:00 PM  | 23      | 17      | 6     | 23      | 17     |
| 4      | 3/8/2004 | 3:00:00 PM  | 25      | 17      | 8     | 25      | 17     |
| 5      | 3/8/2004 | 4:00:00 PM  | 36      | 13      | 23    | 36      | 13     |
| 6      | 3/8/2004 | 5:00:00 PM  | 31      | 32      | -1    | 32      | 31     |
| 7      | 3/8/2004 | 6:00:00 PM  | 32      | 36      | -4    | 36      | 32     |
| 8      | 3/8/2004 | 7:00:00 PM  | 25      | 30      | -5    | 30      | 25     |
| 9      | 3/8/2004 | 8:00:00 PM  | 30      | 32      | -2    | 32      | 30     |
| 10     | 3/8/2004 | 9:00:00 PM  | 27      | 28      | -1    | 28      | 27     |
| 11     | 3/8/2004 | 10:00:00 PM | 10      | 23      | -13   | 23      | 10     |
| 12     | 3/8/2004 | 11:00:00 PM | 10      | 20      | -10   | 20      | 10     |
| 13     | 3/9/2004 | 12:00:00 AM | 10      | 14      | -4    | 14      | 10     |
| 14     | 3/9/2004 | 1:00:00 AM  | 4       | 14      | -10   | 14      | 4      |
| 15     | 3/9/2004 | 2:00:00 AM  | 2       | 7       | -5    | 7       | 2      |
| 16     | 3/9/2004 | 3:00:00 AM  | 3       | 4       | -1    | 4       | 3      |
| 17     | 3/9/2004 | 4:00:00 AM  | 0       | 6       | -6    | 6       | 0      |
| 18     | 3/9/2004 | 5:00:00 AM  | 2       | 0       | 2     | 2       | 0      |
| 19     | 3/9/2004 | 6:00:00 AM  | 2       | 1       | 1     | 2       | 1      |
| 20     | 3/9/2004 | 7:00:00 AM  | 4       | 4       |       | 4       | 4      |
| 21     | 3/9/2004 | 8:00:00 AM  | 3       | 3       |       | 3       | 3      |
| 22     | 3/9/2004 | 9:00:00 AM  | 10      | 10      |       | 10      | 10     |
| 23     | 3/9/2004 | 10:00:00 AM | 14      | 14      |       | 14      | 14     |
| 24     | 3/9/2004 | 11:00:00 AM | 15      | 15      |       | 15      | 15     |
|        |          |             | 359     | 369     |       | 421     | 307    |

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 W of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

Weather: Clear  
 Counted By: SL  
 Board #: 10284

For: Smith & Dunn Intersection Study

| Start Time     | 08-Mar-04 | Mon   | Tue  |       | Wed  |      | Thu  |      | ADT   |       | Combined |
|----------------|-----------|-------|------|-------|------|------|------|------|-------|-------|----------|
|                | EB        | WB    | EB   | WB    | EB   | WB   | EB   | WB   | EB    | WB    | Total    |
| 12:00 AM       | *         | *     | 10   | 13    | *    | *    | *    | *    | 10    | 13    | 23       |
| 01:00          | *         | *     | 4    | 4     | *    | *    | *    | *    | 4     | 4     | 8        |
| 02:00          | *         | *     | 2    | 5     | *    | *    | *    | *    | 2     | 5     | 7        |
| 03:00          | *         | *     | 3    | 2     | *    | *    | *    | *    | 3     | 2     | 5        |
| 04:00          | *         | *     | 0    | 2     | *    | *    | *    | *    | 0     | 2     | 2        |
| 05:00          | *         | *     | 2    | 0     | *    | *    | *    | *    | 2     | 0     | 2        |
| 06:00          | *         | *     | 2    | 2     | *    | *    | *    | *    | 2     | 2     | 4        |
| 07:00          | *         | *     | *    | *     | *    | *    | *    | *    | *     | *     | *        |
| 08:00          | *         | *     | *    | *     | *    | *    | *    | *    | *     | *     | *        |
| 09:00          | *         | *     | *    | *     | *    | *    | *    | *    | *     | *     | *        |
| 10:00          | *         | *     | *    | *     | *    | *    | *    | *    | *     | *     | *        |
| 11:00          | *         | *     | *    | *     | *    | *    | *    | *    | *     | *     | *        |
| 12:00 PM       | 15        | 19    | *    | *     | *    | *    | *    | *    | 15    | 19    | 34       |
| 01:00          | 26        | 26    | *    | *     | *    | *    | *    | *    | 26    | 26    | 52       |
| 02:00          | 23        | 17    | *    | *     | *    | *    | *    | *    | 23    | 17    | 40       |
| 03:00          | 25        | 24    | *    | *     | *    | *    | *    | *    | 25    | 24    | 49       |
| 04:00          | 36        | 22    | *    | *     | *    | *    | *    | *    | 36    | 22    | 58       |
| 05:00          | 31        | 26    | *    | *     | *    | *    | *    | *    | 31    | 26    | 57       |
| 06:00          | 32        | 18    | *    | *     | *    | *    | *    | *    | 32    | 18    | 50       |
| 07:00          | 25        | 19    | *    | *     | *    | *    | *    | *    | 25    | 19    | 44       |
| 08:00          | 30        | 13    | *    | *     | *    | *    | *    | *    | 30    | 13    | 43       |
| 09:00          | 27        | 23    | *    | *     | *    | *    | *    | *    | 27    | 23    | 50       |
| 10:00          | 10        | 19    | *    | *     | *    | *    | *    | *    | 10    | 19    | 29       |
| 11:00          | 10        | 20    | *    | *     | *    | *    | *    | *    | 10    | 20    | 30       |
| Total          | 290       | 246   | 23   | 28    | 0    | 0    | 0    | 0    | 313   | 274   | 587      |
| Combined Total | 536       |       | 51   |       | 0    |      | 0    |      | 587   |       |          |
| %tage          | 24.7%     | 89.8% | 7.3% | 10.2% | 0.0% | 0.0% | 0.0% | 0.0% | 53.3% | 46.7% |          |

|              |             |             |             |             |  |  |  |  |             |             |             |
|--------------|-------------|-------------|-------------|-------------|--|--|--|--|-------------|-------------|-------------|
| AM Peak Vol. |             |             | 00:00<br>10 | 00:00<br>13 |  |  |  |  | 00:00<br>10 | 00:00<br>13 | 00:00<br>23 |
| PM Peak Vol. | 16:00<br>36 | 13:00<br>26 |             |             |  |  |  |  | 16:00<br>36 | 13:00<br>26 | 16:00<br>58 |

East Smith Avenue  
 West of Durg Street  
 Board # :150  
 Requested by Jane Fleig

City of Bloomington Engineering  
 401 N. Morton Street  
 Bloomington, IN 47404

1030

Site Code : 000000000051  
 Start Date: 09/13/1999  
 File I.D. : 270

Eastbound

Page : 1

| Beg Time | Mon. 09/13 |    | Tues. |    | Wed. |     | Thur. |     | Fri. |    | Sat. |    | Sun. |    | Week |     | Avg. |
|----------|------------|----|-------|----|------|-----|-------|-----|------|----|------|----|------|----|------|-----|------|
|          | EB         | WB | EB    | WB | EB   | WB  | EB    | WB  | EB   | WB | EB   | WB | EB   | WB | EB   | WB  |      |
| 12:00 am | *          | *  | *     | *  | *    | *   | 10    | 18  | 17   | 16 | *    | *  | *    | *  | 14   | 17  |      |
| 01:00    | *          | *  | *     | *  | *    | *   | 16    | 10  | 11   | 14 | *    | *  | *    | *  | 14   | 12  |      |
| 02:00    | *          | *  | *     | *  | *    | *   | 7     | 6   | 7    | 7  | *    | *  | *    | *  | 7    | 6   |      |
| 03:00    | *          | *  | *     | *  | *    | *   | 3     | 5   | 6    | 6  | *    | *  | *    | *  | 4    | 6   |      |
| 04:00    | *          | *  | *     | *  | *    | *   | 6     | 2   | 7    | 4  | *    | *  | *    | *  | 6    | 3   |      |
| 05:00    | *          | *  | *     | *  | *    | *   | 1     | 0   | 0    | 0  | *    | *  | *    | *  | 0    | 0   |      |
| 06:00    | *          | *  | *     | *  | *    | *   | 0     | 3   | 2    | 2  | *    | *  | *    | *  | 1    | 2   |      |
| 07:00    | *          | *  | *     | *  | *    | *   | 3     | 1   | 5    | 1  | *    | *  | *    | *  | 4    | 1   |      |
| 08:00    | *          | *  | *     | *  | *    | *   | 4     | 4   | 2    | 8  | *    | *  | *    | *  | 3    | 6   |      |
| 09:00    | *          | *  | *     | *  | *    | *   | 9     | 10  | 10   | 7  | *    | *  | *    | *  | 10   | 8   |      |
| 10:00    | *          | *  | *     | *  | *    | *   | 13    | 19  | 14   | 12 | *    | *  | *    | *  | 14   | 16  |      |
| 11:00    | *          | *  | *     | *  | *    | *   | 11    | 18  | 19   | 10 | *    | *  | *    | *  | 15   | 14  |      |
| 12:00 pm | *          | *  | *     | *  | *    | *   | 21    | 17  | 0    | 3  | *    | *  | *    | *  | 10   | 10  |      |
| 01:00    | *          | *  | *     | *  | *    | *   | 19    | 21  | *    | *  | *    | *  | *    | *  | 19   | 21  |      |
| 02:00    | *          | *  | *     | *  | *    | *   | 17    | 17  | *    | *  | *    | *  | *    | *  | 17   | 17  |      |
| 03:00    | *          | *  | *     | *  | *    | *   | 17    | 19  | *    | *  | *    | *  | *    | *  | 17   | 19  |      |
| 04:00    | *          | *  | *     | *  | *    | *   | 13    | 21  | *    | *  | *    | *  | *    | *  | 13   | 21  |      |
| 05:00    | *          | *  | *     | *  | *    | *   | 32    | 33  | *    | *  | *    | *  | *    | *  | 32   | 33  |      |
| 06:00    | *          | *  | *     | *  | 45   | 34  | 26    | 14  | *    | *  | *    | *  | *    | *  | 32   | 33  |      |
| 07:00    | *          | *  | *     | *  | 25   | 29  | 35    | 29  | *    | *  | *    | *  | *    | *  | 36   | 24  |      |
| 08:00    | *          | *  | *     | *  | 36   | 21  | 29    | 20  | *    | *  | *    | *  | *    | *  | 30   | 29  |      |
| 09:00    | *          | *  | *     | *  | 29   | 18  | 27    | 16  | *    | *  | *    | *  | *    | *  | 32   | 20  |      |
| 10:00    | *          | *  | *     | *  | 25   | 14  | 21    | 18  | *    | *  | *    | *  | *    | *  | 28   | 17  |      |
| 11:00    | *          | *  | *     | *  | 16   | 17  | 23    | 11  | *    | *  | *    | *  | *    | *  | 23   | 16  |      |
| Totals   | 0          | 0  | 0     | 0  | 176  | 133 | 363   | 332 | 100  | 90 | 0    | 0  | 0    | 0  | 369  | 332 |      |
|          | 0          | 0  | 0     | 0  | 309  | 695 | 190   | 0   | 0    | 0  | 0    | 0  | 0    | 0  | 701  |     |      |

Handwritten note:  $\sum V_{45} = 2575$

| Avg | Mon. | Tues. | Wed. | Thur. | Fri.  | Sat.  | Sun.   | Avg   |
|-----|------|-------|------|-------|-------|-------|--------|-------|
| .0% | .0%  | .0%   | .0%  | 47.7% | 40.0% | 98.3% | 100.0% | 27.1% |
|     |      |       |      | 27.1% |       |       |        | .0%   |

| AM Peaks | Volume | 01:00 | 10:00 | 11:00 | 12:00 | 11:00 | 12:00 |
|----------|--------|-------|-------|-------|-------|-------|-------|
|          |        | 16    | 19    | 19    | 16    | 15    | 17    |

| PM Peaks | Volume | 06:00 | 06:00 | 07:00 | 05:00 | 12:00 | 06:00 | 05:00 |
|----------|--------|-------|-------|-------|-------|-------|-------|-------|
|          |        | 45    | 34    | 35    | 33    | 3     | 36    | 33    |

ADTs

Handwritten note: 2125

Weather: Clear  
 Counted By: SL  
 Board #: 10284

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 W of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

For: Smith & Dunn Intersection Study  
 Eastbound

| Start Time   | 15        | 20         | 25        | 30       | 35       | 40       | 45       | 50       | 55       | 60       | 65       | 70       | 75       | 76       | Total      |
|--------------|-----------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|
| 03/08/04     | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | 999      |            |
| 01:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 02:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 03:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 04:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 05:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 06:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 07:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 08:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 09:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 10:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 11:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 12 PM        | 7         | 5          | 1         | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 15         |
| 13:00        | 5         | 12         | 9         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 26         |
| 14:00        | 5         | 12         | 5         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 23         |
| 15:00        | 6         | 16         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 36         |
| 16:00        | 11        | 20         | 4         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 31         |
| 17:00        | 8         | 18         | 5         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 32         |
| 18:00        | 11        | 16         | 4         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 25         |
| 19:00        | 7         | 15         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 30         |
| 20:00        | 6         | 21         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 27         |
| 21:00        | 11        | 13         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 10         |
| 22:00        | 3         | 6          | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 10         |
| 23:00        | 1         | 7          | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 10         |
| <b>Total</b> | <b>81</b> | <b>161</b> | <b>43</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>290</b> |

Weather: Clear  
 Counted By: SL  
 Board #: 10284  
 For: Smith & Dunn Intersection Study  
 Eastbound

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 W of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

| Start Time  | 15 | 20  | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total |
|-------------|----|-----|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 03/09/04    | 1  | 5   | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 10    |
| 01:00       | 1  | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 02:00       | 1  | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 03:00       | 0  | 2   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 04:00       | 0  | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 05:00       | 1  | 0   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 06:00       | 0  | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 07:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 08:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 09:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 10:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 11:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 12 PM       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 13:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 14:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 15:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 16:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 17:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 18:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 19:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 20:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 21:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 22:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 23:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| Total       | 4  | 13  | 6  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 23    |
| Grand Total | 85 | 174 | 49 | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 313   |

15th Percentile : 9 MPH  
 50th Percentile : 18 MPH  
 85th Percentile : 21 MPH  
 95th Percentile : 24 MPH

Stats  
 Mean Speed(Average) : 16 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 223  
 Percent in Pace : 71.2%  
 Number of Vehicles > 30 MPH : 0  
 Percent of Vehicles > 30 MPH : 0.0%

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 W of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

Weather: Clear  
 Counted By: SL  
 Board #: 10284

For: Smith & Dunn Intersection Study  
 Westbound

| Start Time   | 15        | 20         | 25        | 30       | 35       | 40       | 45       | 50       | 55       | 60       | 65       | 70       | 75       | 76       | 999      | Total      |
|--------------|-----------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|
| 03/08/04     | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 01:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 02:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 03:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 04:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 05:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 06:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 07:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 08:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 09:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 10:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 11:00        | .         | .          | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 12 PM        | 5         | 7          | 6         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 19         |
| 13:00        | 2         | 16         | 8         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 26         |
| 14:00        | 3         | 8          | 5         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 17         |
| 15:00        | 8         | 13         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 24         |
| 16:00        | 8         | 10         | 4         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 22         |
| 17:00        | 5         | 12         | 8         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 26         |
| 18:00        | 7         | 6          | 5         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 18         |
| 19:00        | 3         | 11         | 5         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 19         |
| 20:00        | 1         | 11         | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 13         |
| 21:00        | 4         | 13         | 6         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 23         |
| 22:00        | 3         | 10         | 5         | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 19         |
| 23:00        | 7         | 10         | 2         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 20         |
| <b>Total</b> | <b>56</b> | <b>127</b> | <b>58</b> | <b>4</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>246</b> |



Weather: Clear  
 Counted By: SL  
 Board #: 10284

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 W of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

For: Smith & Dunn Intersection Study  
 Westbound

| Start Time  | 15 | 20  | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total |
|-------------|----|-----|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 03/09/04    | 3  | 5   | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 13    |
| 01:00       | 0  | 2   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 02:00       | 0  | 3   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 03:00       | 0  | 0   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 04:00       | 0  | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 05:00       | 0  | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 06:00       | 0  | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 07:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 08:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 09:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 10:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 11:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 12 PM       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 13:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 14:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 15:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 16:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 17:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 18:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 19:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 20:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 21:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 22:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 23:00       | .  | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| Total       | 3  | 12  | 13 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 28    |
| Grand Total | 59 | 139 | 71 | 4  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 274   |

15th Percentile : 11 MPH  
 50th Percentile : 18 MPH  
 85th Percentile : 23 MPH  
 95th Percentile : 25 MPH

Stats  
 Mean Speed(Average) : 17 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 210  
 Percent in Pace : 76.6%  
 Number of Vehicles > 30 MPH : 1  
 Percent of Vehicles > 30 MPH : 0.4%

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 W of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

Weather: Clear  
 Counted By: SL  
 Board #: 10284

For: Smith & Dunn Intersection Study

| Start Time   | 08-Mar-04      |       | Tue   |       | Wed   |       | Thu   |       | Fri   |       | Sat |    | Sun |    | Week Average |       |
|--------------|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|----|-----|----|--------------|-------|
|              | EB             | WB    | EB    | WB    | EB    | WB    | EB    | WB    | EB    | WB    | EB  | WB | EB  | WB | EB           | WB    |
| 12:00 AM     | *              | *     | 10    | 13    | 15    | 9     | 15    | 12    | 9     | 16    | *   | *  | *   | *  | 12           | 12    |
| 01:00        | *              | *     | 4     | 4     | 4     | 7     | 4     | 8     | 8     | 6     | *   | *  | *   | *  | 5            | 6     |
| 02:00        | *              | *     | 2     | 5     | 2     | 5     | 8     | 5     | 4     | 4     | *   | *  | *   | *  | 4            | 5     |
| 03:00        | *              | *     | 3     | 2     | 4     | 1     | 3     | 3     | 6     | 5     | *   | *  | *   | *  | 4            | 3     |
| 04:00        | *              | *     | 0     | 2     | 3     | 0     | 3     | 4     | 7     | 2     | *   | *  | *   | *  | 3            | 2     |
| 05:00        | *              | *     | 2     | 0     | 2     | 0     | 1     | 2     | 0     | 3     | *   | *  | *   | *  | 1            | 1     |
| 06:00        | *              | *     | 2     | 2     | 2     | 2     | 0     | 2     | 2     | 2     | *   | *  | *   | *  | 2            | 2     |
| 07:00        | *              | *     | 10    | 10    | 8     | 15    | 8     | 14    | 4     | 11    | *   | *  | *   | *  | 8            | 12    |
| 08:00        | *              | *     | 8     | 24    | 10    | 20    | 9     | 27    | 10    | 14    | *   | *  | *   | *  | 9            | 21    |
| 09:00        | *              | *     | 14    | 26    | 13    | 31    | 18    | 31    | 9     | 34    | *   | *  | *   | *  | 14           | 30    |
| 10:00        | *              | *     | 7     | 37    | 6     | 34    | 10    | 45    | 21    | 37    | *   | *  | *   | *  | 11           | 38    |
| 11:00        | *              | *     | 7     | 42    | 14    | 52    | 15    | 67    | 23    | 51    | *   | *  | *   | *  | 15           | 53    |
| 12:00 PM     | 15             | 19    | 10    | 52    | 13    | 58    | 20    | 80    | 13    | 71    | *   | *  | *   | *  | 14           | 56    |
| 01:00        | 26             | 26    | 13    | 38    | 16    | 50    | 15    | 78    | 15    | 45    | *   | *  | *   | *  | 17           | 47    |
| 02:00        | 23             | 17    | 14    | 14    | 22    | 14    | 22    | 21    | 34    | 19    | *   | *  | *   | *  | 23           | 17    |
| 03:00        | 25             | 24    | 15    | 19    | 20    | 22    | 30    | 20    | 23    | 26    | *   | *  | *   | *  | 23           | 22    |
| 04:00        | 36             | 22    | 21    | 25    | 19    | 29    | 24    | 35    | *     | *     | *   | *  | *   | *  | 25           | 28    |
| 05:00        | 31             | 26    | 32    | 25    | 35    | 22    | 27    | 35    | *     | *     | *   | *  | *   | *  | 31           | 27    |
| 06:00        | 32             | 18    | 19    | 17    | 25    | 14    | 32    | 20    | *     | *     | *   | *  | *   | *  | 27           | 17    |
| 07:00        | 25             | 19    | 24    | 18    | 32    | 29    | 16    | 21    | *     | *     | *   | *  | *   | *  | 24           | 22    |
| 08:00        | 30             | 13    | 21    | 19    | 25    | 12    | 15    | 17    | *     | *     | *   | *  | *   | *  | 23           | 15    |
| 09:00        | 27             | 23    | 33    | 20    | 32    | 31    | 14    | 10    | *     | *     | *   | *  | *   | *  | 26           | 21    |
| 10:00        | 10             | 19    | 16    | 23    | 22    | 24    | 8     | 11    | *     | *     | *   | *  | *   | *  | 14           | 19    |
| 11:00        | 10             | 20    | 9     | 11    | 13    | 23    | 12    | 14    | *     | *     | *   | *  | *   | *  | 11           | 17    |
| Lane Day     | 290            | 246   | 296   | 448   | 357   | 504   | 329   | 582   | 188   | 346   | 0   | 0  | 0   | 0  | 346          | 493   |
| AM Peak Vol. | 536            |       | 744   |       | 861   |       | 911   |       | 534   |       | 0   |    | 0   |    | 839          |       |
| PM Peak Vol. | 16:00          | 13:00 | 21:00 | 12:00 | 17:00 | 12:00 | 18:00 | 12:00 | 14:00 | 12:00 |     |    |     |    | 17:00        | 12:00 |
| Comb. Total  | 536            |       | 744   |       | 861   |       | 911   |       | 534   |       | 0   |    | 0   |    | 839          |       |
| ADT          | Not Calculated |       |       |       |       |       |       |       |       |       |     |    |     |    |              |       |

Start Date: 3/8/2004  
 Start Time: 12:00:00 PM  
 Site Code: q4591  
 Station ID: Dunn Clsd 7am - 2pm  
 Location 1: Smith Avenue  
 Location 2: E of Dunn  
 Weather: Clear  
 Counted By: SL  
 Board #: 6429  
 For: Smith & Dunn Intersection Study

\*Using Highest numbers as 2004

| Number | Date     | Time        | WB 2004 | WB 1999 | Diff. | *Using Highest numbers as 2004 |        |
|--------|----------|-------------|---------|---------|-------|--------------------------------|--------|
|        |          |             |         |         |       | WB High                        | WB Low |
| 1      | 3/8/2004 | 12:00:00 PM | 13      | 10      | 3     | 13                             | 10     |
| 2      | 3/8/2004 | 1:00:00 PM  | 29      | 19      | 10    | 29                             | 19     |
| 3      | 3/8/2004 | 2:00:00 PM  | 18      | 16      | 2     | 18                             | 16     |
| 4      | 3/8/2004 | 3:00:00 PM  | 19      | 22      | -3    | 22                             | 19     |
| 5      | 3/8/2004 | 4:00:00 PM  | 16      | 19      | -3    | 19                             | 16     |
| 6      | 3/8/2004 | 5:00:00 PM  | 22      | 22      | 0     | 22                             | 22     |
| 7      | 3/8/2004 | 6:00:00 PM  | 9       | 29      | -20   | 29                             | 9      |
| 8      | 3/8/2004 | 7:00:00 PM  | 17      | 15      | 2     | 17                             | 15     |
| 9      | 3/8/2004 | 8:00:00 PM  | 13      | 17      | -4    | 17                             | 13     |
| 10     | 3/8/2004 | 9:00:00 PM  | 17      | 8       | 9     | 17                             | 8      |
| 11     | 3/8/2004 | 10:00:00 PM | 10      | 12      | -2    | 12                             | 10     |
| 12     | 3/8/2004 | 11:00:00 PM | 13      | 12      | 1     | 13                             | 12     |
| 13     | 3/9/2004 | 12:00:00 AM | 6       | 9       | -3    | 9                              | 6      |
| 14     | 3/9/2004 | 1:00:00 AM  | 1       | 6       | -5    | 6                              | 1      |
| 15     | 3/9/2004 | 2:00:00 AM  | 3       | 5       | -2    | 5                              | 3      |
| 16     | 3/9/2004 | 3:00:00 AM  | 1       | 2       | -1    | 2                              | 1      |
| 17     | 3/9/2004 | 4:00:00 AM  | 2       | 1       | 1     | 2                              | 1      |
| 18     | 3/9/2004 | 5:00:00 AM  | 1       | 1       | 0     | 1                              | 1      |
| 19     | 3/9/2004 | 6:00:00 AM  | 4       | 4       | 0     | 4                              | 4      |
| 20     | 3/9/2004 | 7:00:00 AM  | 2       | 2       |       | 2                              | 2      |
| 21     | 3/9/2004 | 8:00:00 AM  | 7       | 7       |       | 7                              | 7      |
| 22     | 3/9/2004 | 9:00:00 AM  | 22      | 22      |       | 22                             | 22     |
| 23     | 3/9/2004 | 10:00:00 AM | 19      | 19      |       | 19                             | 19     |
| 24     | 3/9/2004 | 11:00:00 AM | 10      | 10      |       | 10                             | 10     |
|        |          |             | 274     | 289     |       | 317                            | 246    |

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 E of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

Weather: Clear  
 Counted By: SL  
 Board #: 6429

For: Smith & Dunn Intersection Study

| Start Time            | 08-Mar-04  | Mon        | Tue       | Wed       | Thu      | ADT      |          | Combined Total |            |            |            |
|-----------------------|------------|------------|-----------|-----------|----------|----------|----------|----------------|------------|------------|------------|
|                       | EB         | WB         | EB        | WB        | EB       | WB       | EB       |                | WB         |            |            |
| 12:00 AM              | .          | .          | 5         | 6         | .        | .        | .        | .              | 5          | 6          | 11         |
| 01:00                 | .          | .          | 5         | 1         | .        | .        | .        | .              | 5          | 1          | 6          |
| 02:00                 | .          | .          | 2         | 3         | .        | .        | .        | .              | 2          | 3          | 5          |
| 03:00                 | .          | .          | 2         | 1         | .        | .        | .        | .              | 2          | 1          | 3          |
| 04:00                 | .          | .          | 2         | 2         | .        | .        | .        | .              | 2          | 2          | 4          |
| 05:00                 | .          | .          | 1         | 1         | .        | .        | .        | .              | 1          | 1          | 2          |
| 06:00                 | .          | .          | 2         | 4         | .        | .        | .        | .              | 2          | 4          | 6          |
| 07:00                 | .          | .          | .         | .         | .        | .        | .        | .              | .          | .          | .          |
| 08:00                 | .          | .          | .         | .         | .        | .        | .        | .              | .          | .          | .          |
| 09:00                 | .          | .          | .         | .         | .        | .        | .        | .              | .          | .          | .          |
| 10:00                 | .          | .          | .         | .         | .        | .        | .        | .              | .          | .          | .          |
| 11:00                 | .          | .          | .         | .         | .        | .        | .        | .              | .          | .          | .          |
| 12:00 PM              | 23         | 13         | .         | .         | .        | .        | .        | .              | 23         | 13         | 36         |
| 01:00                 | 25         | 29         | .         | .         | .        | .        | .        | .              | 25         | 29         | 54         |
| 02:00                 | 26         | 18         | .         | .         | .        | .        | .        | .              | 26         | 18         | 44         |
| 03:00                 | 26         | 19         | .         | .         | .        | .        | .        | .              | 26         | 19         | 45         |
| 04:00                 | 23         | 16         | .         | .         | .        | .        | .        | .              | 23         | 16         | 39         |
| 05:00                 | 39         | 22         | .         | .         | .        | .        | .        | .              | 39         | 22         | 61         |
| 06:00                 | 35         | 9          | .         | .         | .        | .        | .        | .              | 35         | 9          | 44         |
| 07:00                 | 37         | 17         | .         | .         | .        | .        | .        | .              | 37         | 17         | 54         |
| 08:00                 | 40         | 13         | .         | .         | .        | .        | .        | .              | 40         | 13         | 53         |
| 09:00                 | 35         | 17         | .         | .         | .        | .        | .        | .              | 35         | 17         | 52         |
| 10:00                 | 14         | 10         | .         | .         | .        | .        | .        | .              | 14         | 10         | 24         |
| 11:00                 | 15         | 13         | .         | .         | .        | .        | .        | .              | 15         | 13         | 28         |
| <b>Total</b>          | <b>338</b> | <b>196</b> | <b>19</b> | <b>18</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>       | <b>357</b> | <b>214</b> | <b>571</b> |
| <b>Combined Total</b> | <b>534</b> |            | <b>37</b> |           | <b>0</b> |          | <b>0</b> |                | <b>571</b> |            |            |
| <b>%tage</b>          | 29.6%      | 91.6%      | 5.3%      | 8.4%      | 0.0%     | 0.0%     | 0.0%     | 0.0%           | 62.5%      | 37.5%      |            |

| AM Peak Vol. | 00:00 | 00:00 | 00:00 | 00:00 | 00:00 |
|--------------|-------|-------|-------|-------|-------|
|              | 5     | 6     |       |       |       |
| PM Peak Vol. | 20:00 | 13:00 | 20:00 | 13:00 | 17:00 |
|              | 40    | 29    | 40    | 29    | 61    |



Weather: Clear  
 Counted By: SL  
 Board #: 6429

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 E of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

For: Smith & Dunn Intersection Study  
 Eastbound

| Start Time   | 15        | 16         | 21         | 26       | 31       | 36       | 41       | 46       | 51       | 56       | 61       | 66       | 71       | 76       | Total |
|--------------|-----------|------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| 03/08/04     | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | 999      |       |
| 01:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 02:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 03:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 04:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 05:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 06:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 07:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 08:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 09:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 10:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 11:00        | .         | .          | .          | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .     |
| 12 PM        | 2         | 12         | 9          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 23    |
| 13:00        | 3         | 11         | 11         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 25    |
| 14:00        | 2         | 13         | 10         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 26    |
| 15:00        | 7         | 11         | 8          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 23    |
| 16:00        | 3         | 14         | 6          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 39    |
| 17:00        | 4         | 26         | 9          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 35    |
| 18:00        | 4         | 21         | 10         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 37    |
| 19:00        | 1         | 24         | 11         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 40    |
| 20:00        | 6         | 19         | 14         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 35    |
| 21:00        | 5         | 20         | 9          | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 14    |
| 22:00        | 4         | 7          | 3          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 15    |
| 23:00        | 2         | 6          | 7          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 338   |
| <b>Total</b> | <b>43</b> | <b>184</b> | <b>107</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |       |

Weather: Clear  
 Counted By: SL  
 Board #: 6429

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 E of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

For: Smith & Dunn Intersection Study  
 Eastbound

| Start Time  | 15 | 20  | 25  | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 76  | Total |
|-------------|----|-----|-----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 03/09/04    | 3  | 1   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 999 | 5     |
| 01:00       | 0  | 3   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 02:00       | 0  | 2   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 03:00       | 0  | 2   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 04:00       | 0  | 0   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 05:00       | 0  | 1   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 06:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 07:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 08:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 09:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 10:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 11:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 12 PM       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 13:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 14:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 15:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 16:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 17:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 18:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 19:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 20:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 21:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 22:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 23:00       | .  | .   | .   | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| Total       | 3  | 9   | 5   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 17    |
| Grand Total | 46 | 193 | 112 | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 355   |

15th Percentile : 16 MPH  
 50th Percentile : 19 MPH  
 85th Percentile : 23 MPH  
 95th Percentile : 25 MPH

Stats  
 Mean Speed(Average) : 18 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 305  
 Percent in Pace : 85.9%  
 Number of Vehicles > 30 MPH : 0  
 Percent of Vehicles > 30 MPH : 0.0%

Weather: Clear  
 Counted By: SL  
 Board #: 6429

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 E of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

For: Smith & Dunn Intersection Study  
 Westbound

| Start Time   | 15        | 20        | 25        | 30       | 35       | 40       | 45       | 50       | 55       | 60       | 65       | 70       | 75       | 76       | 999      | Total      |
|--------------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|
| 03/08/04     | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 01:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 02:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 03:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 04:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 05:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 06:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 07:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 08:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 09:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 10:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 11:00        | .         | .         | .         | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .        | .          |
| 12 PM        | 3         | 8         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 13         |
| 13:00        | 11        | 13        | 5         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 29         |
| 14:00        | 8         | 7         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 18         |
| 15:00        | 5         | 11        | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 19         |
| 16:00        | 7         | 7         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 16         |
| 17:00        | 8         | 8         | 6         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 22         |
| 18:00        | 4         | 2         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 9          |
| 19:00        | 10        | 7         | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 17         |
| 20:00        | 4         | 7         | 2         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 13         |
| 21:00        | 4         | 9         | 3         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 17         |
| 22:00        | 3         | 4         | 3         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 10         |
| 23:00        | 6         | 3         | 3         | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 13         |
| <b>Total</b> | <b>73</b> | <b>86</b> | <b>35</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>196</b> |



Weather: Clear  
 Counted By: SL  
 Board #: 6429

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 E of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

For: Smith & Dunn Intersection Study  
 Westbound

| Start Time  | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total |
|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-------|
| 03/09/04    | 0  | 4  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 6     |
| 01:00       | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 02:00       | 0  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 03:00       | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 04:00       | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 05:00       | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 06:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 07:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 08:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 09:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 10:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 11:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 12 PM       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 13:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 14:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 15:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 16:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 17:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 18:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 19:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 20:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 21:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 22:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| 23:00       | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .   | .     |
| Total       | 0  | 11 | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 14    |
| Grand Total | 73 | 97 | 38 | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 210   |

15th Percentile : 7 MPH  
 50th Percentile : 17 MPH  
 85th Percentile : 21 MPH  
 95th Percentile : 24 MPH

Stats  
 Mean Speed(Average) : 16 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 135  
 Percent in Pace : 64.3%  
 Number of Vehicles > 30 MPH : 0  
 Percent of Vehicles > 30 MPH : 0.0%

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Smith Avenue  
 E of Dunn  
 Site Code: q4591  
 Date Start: 08-Mar-04

Weather: Clear  
 Counted By: SL  
 Board #: 6429

For: Smith & Dunn Intersection Study

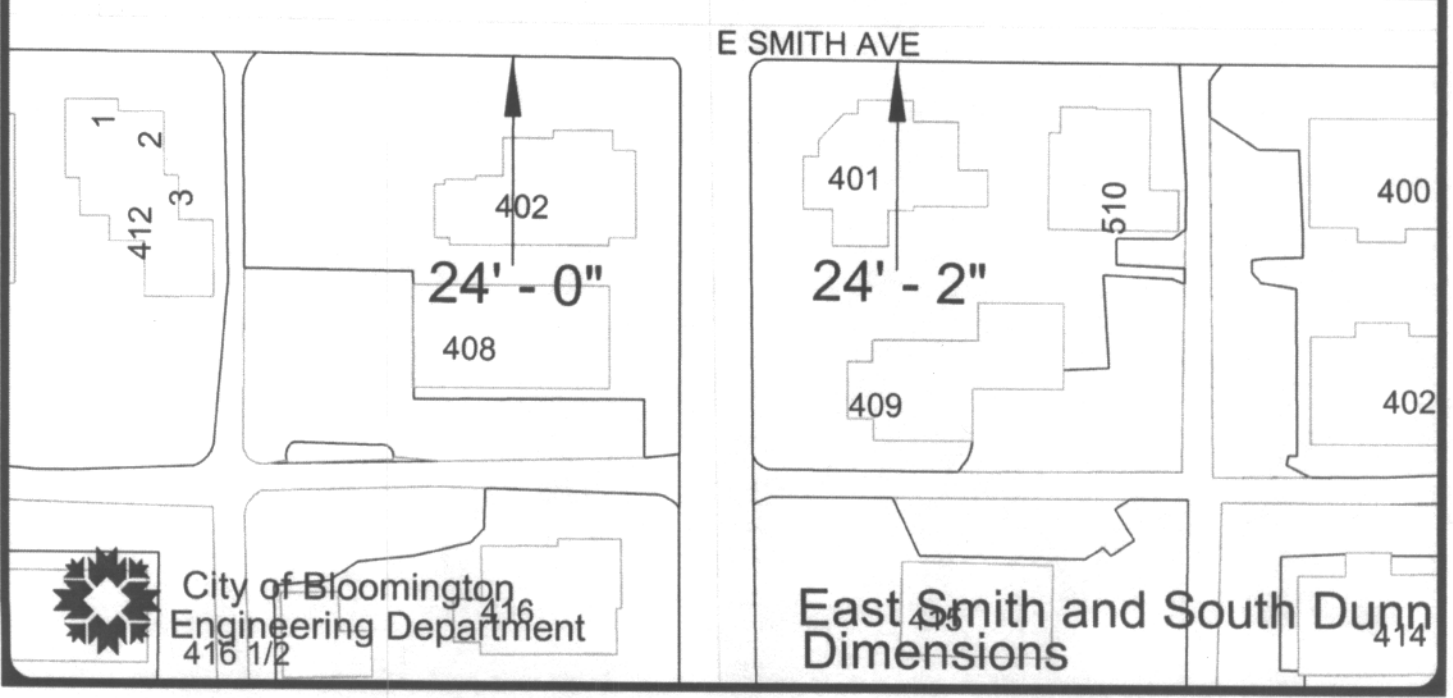
| Start Time   | 08-Mar-04 |       | Tue   |       | Wed   |       | Thu   |       | Fri   |       | Sat   |    | Sun |    | Week Average |       |
|--------------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|-----|----|--------------|-------|
|              | EB        | WB    | EB    | WB    | EB    | WB    | EB    | WB    | EB    | WB    | EB    | WB | EB  | WB | EB           | WB    |
| 12:00 AM     | *         | *     | 4     | 1     | 8     | 10    | 7     | 5     | 13    | 4     | *     | *  | *   | *  | 8            | 5     |
| 01:00        | *         | *     | 2     | 4     | 4     | 1     | 6     | 4     | 4     | 3     | *     | *  | *   | *  | 4            | 3     |
| 02:00        | *         | *     | 2     | 0     | 6     | 2     | 6     | 2     | 7     | 2     | *     | *  | *   | *  | 5            | 2     |
| 03:00        | *         | *     | 1     | 3     | 1     | 1     | 4     | 4     | 5     | 1     | *     | *  | *   | *  | 3            | 2     |
| 04:00        | *         | *     | 3     | 1     | 2     | 1     | 1     | 1     | 0     | 1     | *     | *  | *   | *  | 2            | 1     |
| 05:00        | *         | *     | 2     | 1     | 2     | 2     | 0     | 3     | 1     | 3     | *     | *  | *   | *  | 1            | 2     |
| 06:00        | *         | *     | 2     | 12    | 11    | 4     | 10    | 11    | 6     | 5     | *     | *  | *   | *  | 7            | 8     |
| 07:00        | *         | *     | 14    | 10    | 20    | 11    | 17    | 11    | 12    | 5     | *     | *  | *   | *  | 16           | 9     |
| 08:00        | *         | *     | 25    | 9     | 24    | 12    | 25    | 8     | 20    | 10    | *     | *  | *   | *  | 24           | 10    |
| 09:00        | *         | *     | 19    | 13    | 16    | 16    | 22    | 8     | 32    | 4     | *     | *  | *   | *  | 22           | 10    |
| 10:00        | *         | *     | 27    | 8     | 34    | 9     | 42    | 12    | 35    | 12    | *     | *  | *   | *  | 34           | 10    |
| 11:00        | *         | *     | 18    | 18    | 40    | 13    | 44    | 21    | 36    | 11    | *     | *  | *   | *  | 34           | 16    |
| 12:00 PM     | 37        | 29    | 33    | 7     | 37    | 8     | 43    | 14    | 39    | 11    | *     | *  | *   | *  | 38           | 14    |
| 01:00        | 23        | 16    | 21    | 8     | 30    | 8     | 23    | 17    | 34    | 16    | *     | *  | *   | *  | 26           | 13    |
| 02:00        | 22        | 14    | 21    | 11    | 22    | 20    | 30    | 12    | 25    | 20    | *     | *  | *   | *  | 24           | 15    |
| 03:00        | 21        | 18    | 17    | 15    | 31    | 21    | 37    | 24    | 11    | 1     | *     | *  | *   | *  | 23           | 16    |
| 04:00        | 35        | 20    | 39    | 25    | 38    | 17    | 32    | 27    | *     | *     | *     | *  | *   | *  | 36           | 22    |
| 05:00        | 40        | 15    | 26    | 15    | 22    | 14    | 35    | 12    | *     | *     | *     | *  | *   | *  | 31           | 14    |
| 06:00        | 35        | 20    | 32    | 8     | 44    | 26    | 20    | 18    | *     | *     | *     | *  | *   | *  | 33           | 18    |
| 07:00        | 43        | 10    | 23    | 16    | 32    | 12    | 22    | 11    | *     | *     | *     | *  | *   | *  | 30           | 12    |
| 08:00        | 33        | 15    | 35    | 10    | 41    | 11    | 17    | 9     | *     | *     | *     | *  | *   | *  | 32           | 11    |
| 09:00        | 26        | 13    | 18    | 17    | 27    | 16    | 17    | 9     | *     | *     | *     | *  | *   | *  | 22           | 14    |
| 10:00        | 9         | 12    | 9     | 8     | 14    | 9     | 17    | 14    | *     | *     | *     | *  | *   | *  | 12           | 11    |
| 11:00        | 12        | 9     | 18    | 9     | 20    | 11    | 14    | 8     | *     | *     | *     | *  | *   | *  | 16           | 9     |
| Lane Day     | 336       | 191   | 411   | 229   | 526   | 255   | 491   | 265   | 280   | 109   | 0     | 0  | 0   | 0  | 483          | 247   |
| AM Peak Vol. | 527       |       | 640   |       | 781   |       | 756   |       | 389   |       | 0     | 0  | 0   |    | 730          |       |
| PM Peak Vol. |           | 19:00 | 12:00 | 16:00 | 16:00 | 18:00 | 18:00 | 12:00 | 16:00 | 12:00 | 14:00 |    |     |    | 12:00        | 16:00 |
| Vol.         | 43        | 29    | 39    | 25    | 44    | 26    | 43    | 27    | 39    | 20    |       |    |     | 38 | 22           |       |

Comb. Total

527                      640                      781                      756                      389                      0                      0                      730

ADT

Not Calculated



City of Bloomington  
 Engineering Department  
 416 1/2

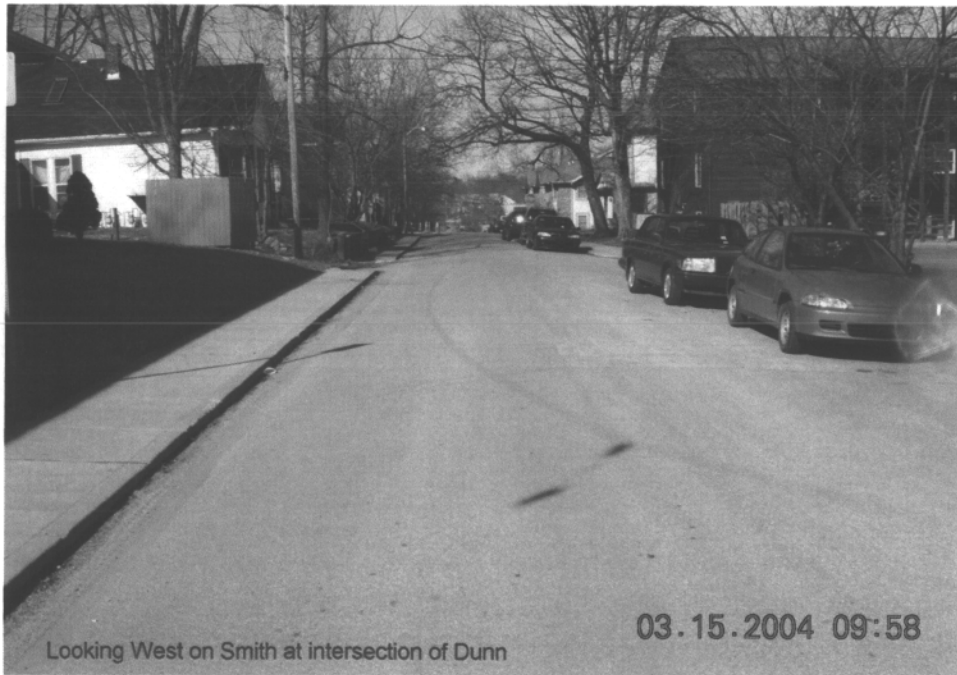
East Smith and South Dunn  
 Dimensions  
 414



30 Ft yellow curb on NW corner of intersection



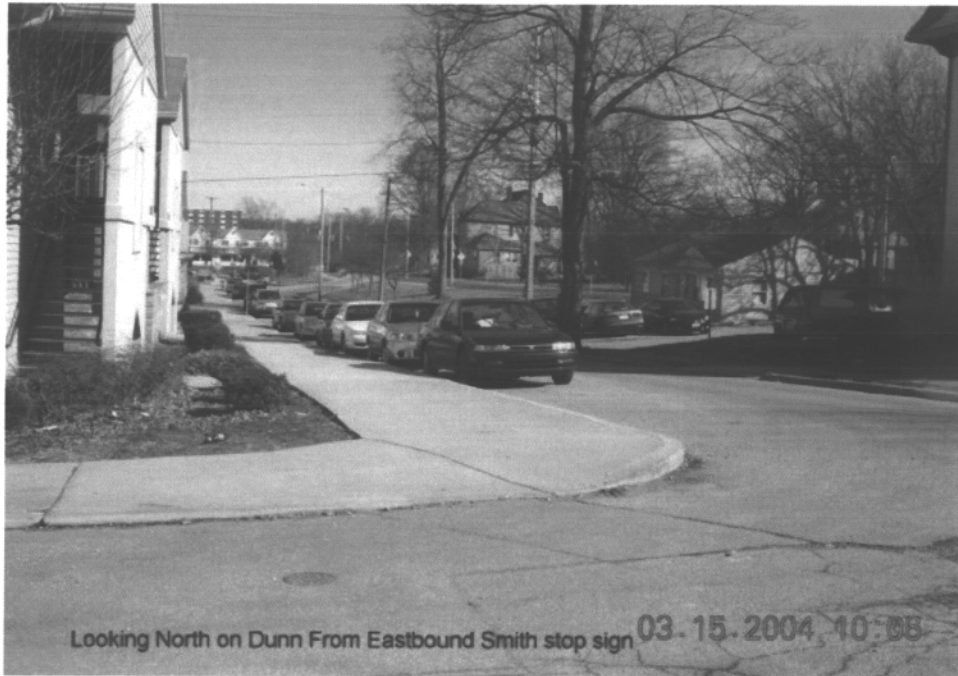
Looking East on Smith at intersection of Dunn



Looking West on Smith at intersection of Dunn



30 Ft yellow curb on NW corner of intersection



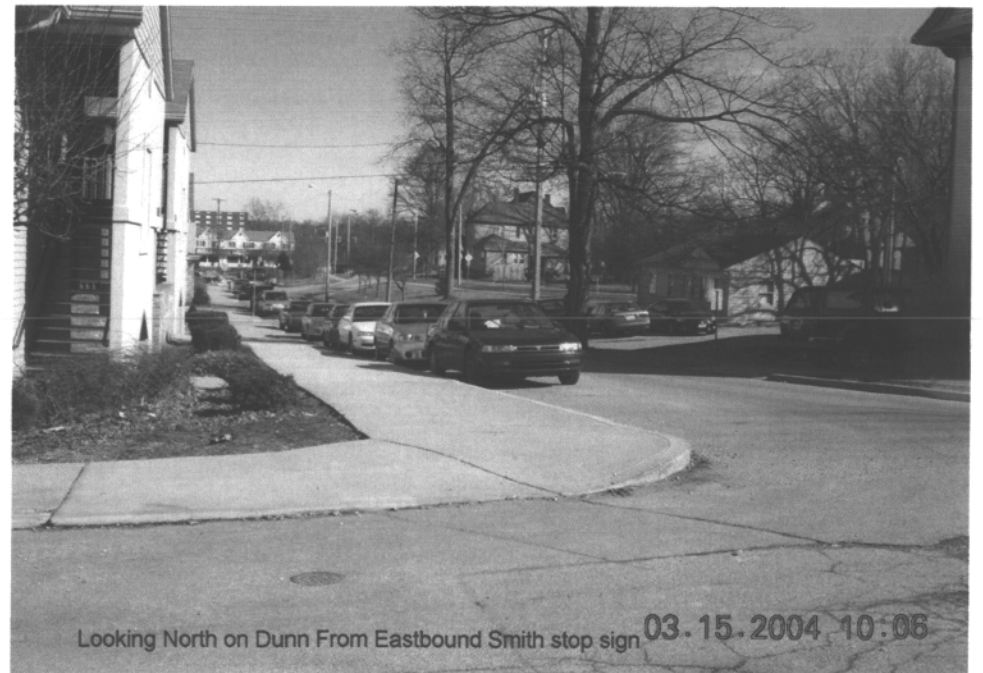
Looking North on Dunn From Eastbound Smith stop sign 03.15.2004 10:05



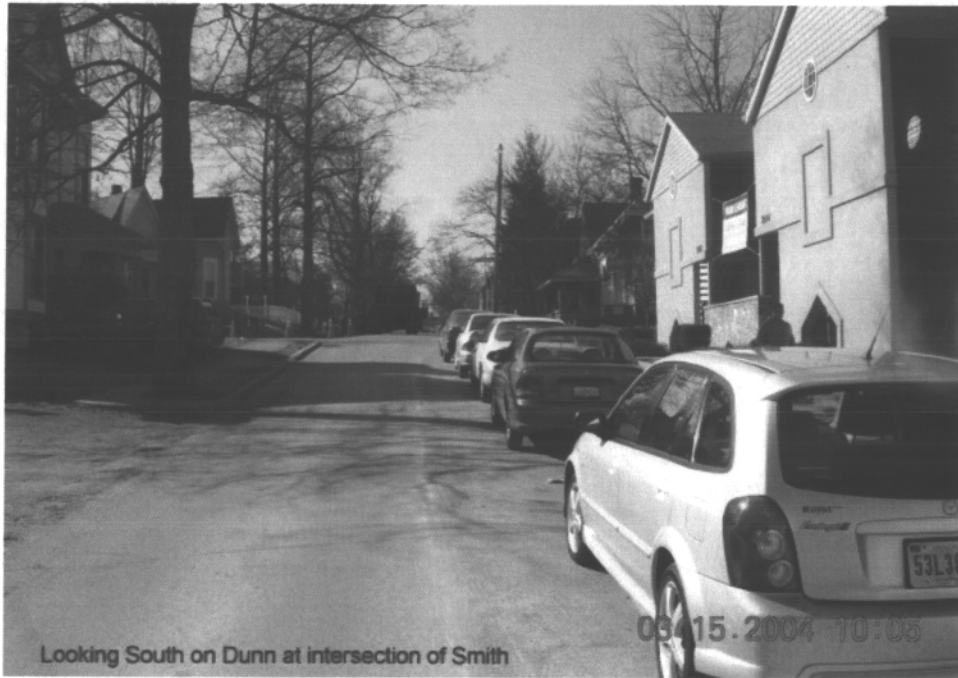
Looking North on Dunn From Westbound Smith stop sign 03.15.2004 10:06



Looking East on Smith at intersection of Dunn 03.15.2004 10:04

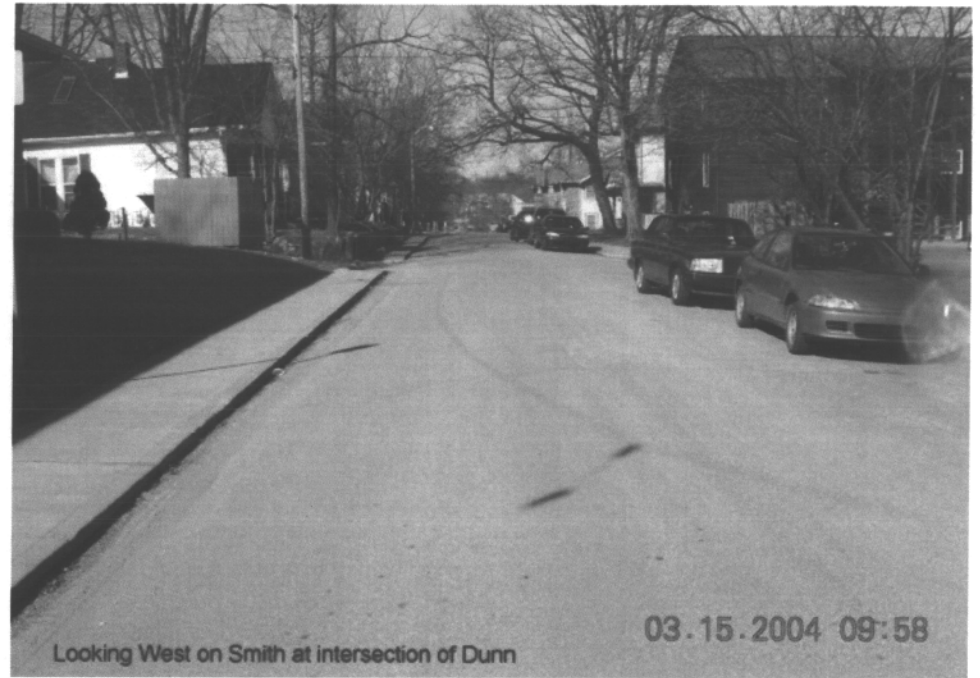


Looking North on Dunn From Eastbound Smith stop sign 03.15.2004 10:06



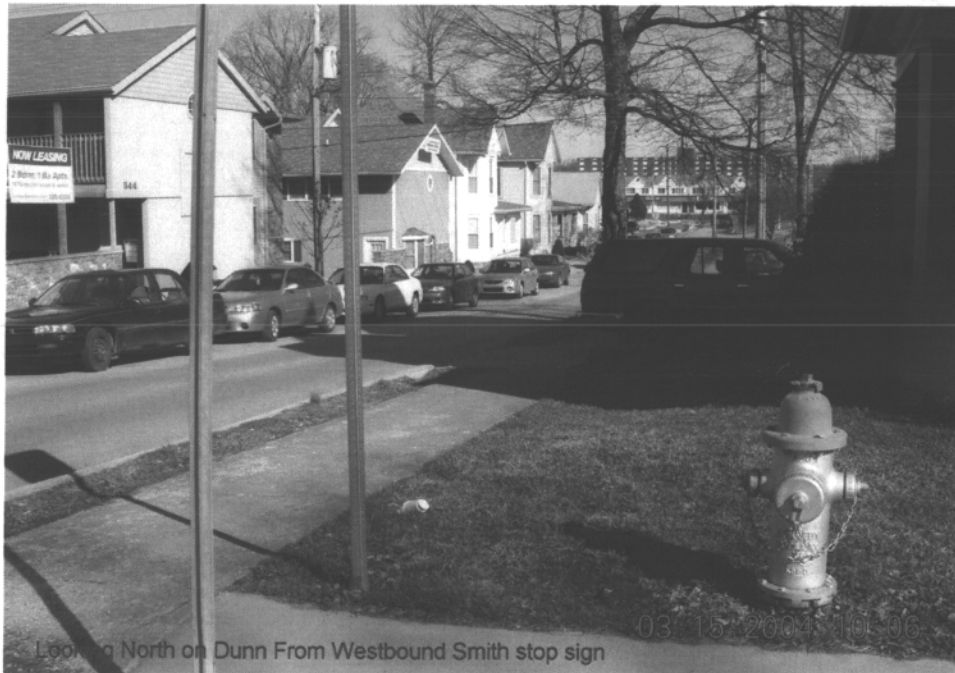
Looking South on Dunn at intersection of Smith

03.15.2004 10:05



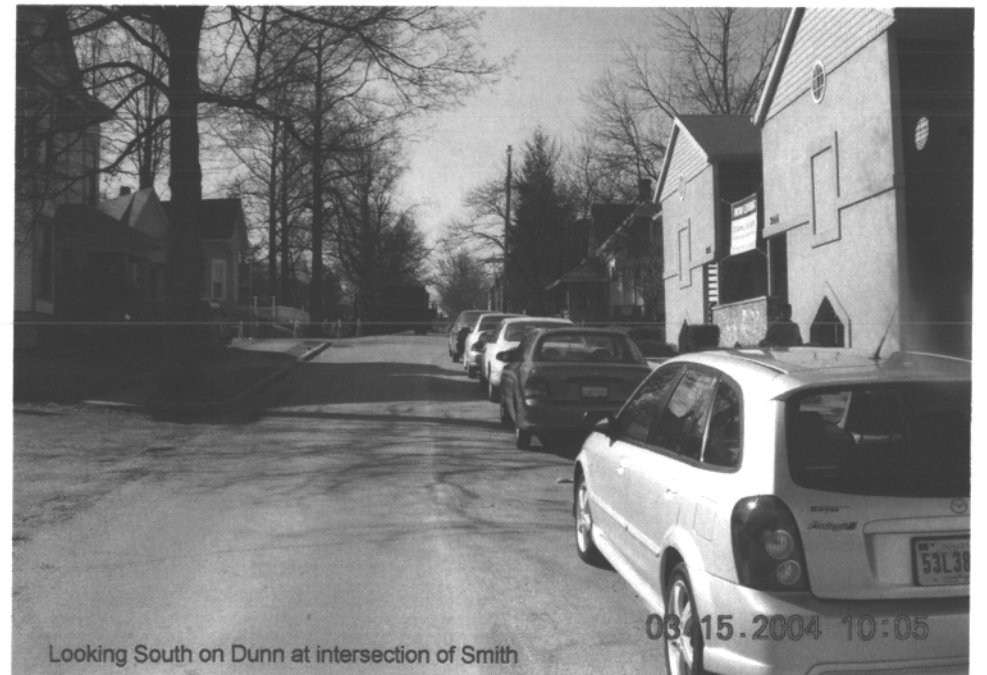
Looking West on Smith at intersection of Dunn

03.15.2004 09:58



Looking North on Dunn From Westbound Smith stop sign

03.15.2004 10:06



Looking South on Dunn at intersection of Smith

03.15.2004 10:05

**Diagram**

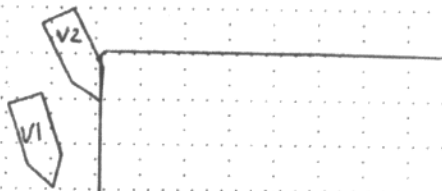
NOT TO SCALE

Dunn St.  
ONE WAY →



Indicate NORTH by an arrow

E. Smith Ave. ←



**NARRATIVE (Refer to Vehicle by Number)**

DIAGRAM depicts Final Rest found by R.O. V2 was south on Dunn St. V1 was East on Smith Ave. and stopped for the stop sign at Dunn St. OP V1 said he didn't see oncoming V2. V1 pulled out into V2. V1 failed to yield,

Traffic Controls : #11- One Way St. - Dunn St.

D1 Insured By Westfield

D2 Insured By Hoosier Casualty

Other Participant(s) Name, Address (etc.)

Name of Witness No. 1 Address Location at Time of Crash

Name of Witness No. 2 Address Location at Time of Crash

Name of Person Arrested I.C. Code(s) Name of Person Arrested I.C. Code(s)

|                      |                                   |  |                             |              |  |                             |   |   |   |
|----------------------|-----------------------------------|--|-----------------------------|--------------|--|-----------------------------|---|---|---|
| <b>INVESTIGATION</b> | Time Notified                     | <input checked="" type="checkbox"/> AM | <input type="checkbox"/> PM | Time Arrived | <input checked="" type="checkbox"/> AM | <input type="checkbox"/> PM | Other Location of Investigation   | Investigation Complete  | Photos Taken  |
|                      | 903                               |  |                             | 805          |  |                             | None  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
|                      | Assisting Officer                 |  |                             | I.D. No.     |  |                             | Agency  | Date of Report  |   |
|                      |                                   |  |                             |              |  |                             |   | 6-28-01   |   |
|                      |                                   |  | I.D. No.                    |              |  | Agency                      | Driver Report Form Furnished  |   |   |
|                      |                                   |  |                             |              |  |                             | <input checked="" type="checkbox"/> D1 <input checked="" type="checkbox"/> D2 |   |   |
|                      | Investigating Officer's Signature |  | I.D. No.                    |              |  | Agency                      |   |   |   |
|                      | John Coleman                      |  | 1224                        |              |  | Bloomington PD              |   |   |   |

Diagram NO DIAGRAM VEHICLES MOVED.



Indicate NORTH by an arrow

NARRATIVE (Refer to Vehicle by Number)

D1 STATED HE WAS STOPPED ON E. SMITH ST. AT STOP SIGN FACING EAST AT INTERSECTION OF S. DUNN ST. JUST PRIOR TO COLLISION. D1 STATED HE LOOKED BOTH WAYS AND THEN WENT EAST THROUGH THE INTERSECTION AND WAS STRUCK IN DRIVERS SIDE POOR BY V2.

D2 STATED HE WAS SOUTH ON S. DUNN ST JUST NORTH OF E. SMITH ST JUST PRIOR TO COLLISION. D2 STATED D1 PULLED OUT IN FRONT OF HIM IN INTERSECTION OF S. DUNN ST & E. SMITH ST AND HE COLLIDED INTO V1.

|   |                                   |          |              |               |                         |  |                                 |
|---|-----------------------------------|----------|--------------|---------------|-------------------------|--|---------------------------------|
| D1 Insured By                             |                                   | MERIDIAN |              | D2 Insured By |                         | ALLSTATE   |                                 |
| Other Participant(s) Name, Address (etc.) |                                   |          |              |               |                         |  |                                 |
| Name of Witness No. 1                     |                                   |          | Address      |               |                         | Location at Time of Crash  |                                 |
| Name of Witness No. 2                     |                                   |          | Address      |               |                         | Location at Time of Crash  |                                 |
| Name of Person Arrested                   |                                   |          | I.C. Code(s) |               | Name of Person Arrested |  | I.C. Code(s)                    |
| INVESTIGATION                             | Time Notified                     | 2:13     | AM           | Time Arrived  | 2:17                    | AM   | Other Location of Investigation |
|   | Assisting Officer                 | I.D. No. |              |               | Agency                  |  | Investigation Complete          |
|   | Assisting Officer                 | I.D. No. |              |               | Agency                  |  | Photos Taken                    |
|   | Investigating Officer's Signature | I.D. No. |              |               | Agency                  |  | Date of Report                  |
|   |                                   |          |              |               |                         | 1-19-2002  |                                 |
|   |                                   |          |              |               |                         | Driver Report Form Furnished   |                                 |
|   |                                   |          |              |               |                         | <input checked="" type="checkbox"/> D1<br><input checked="" type="checkbox"/> D2 |                                 |





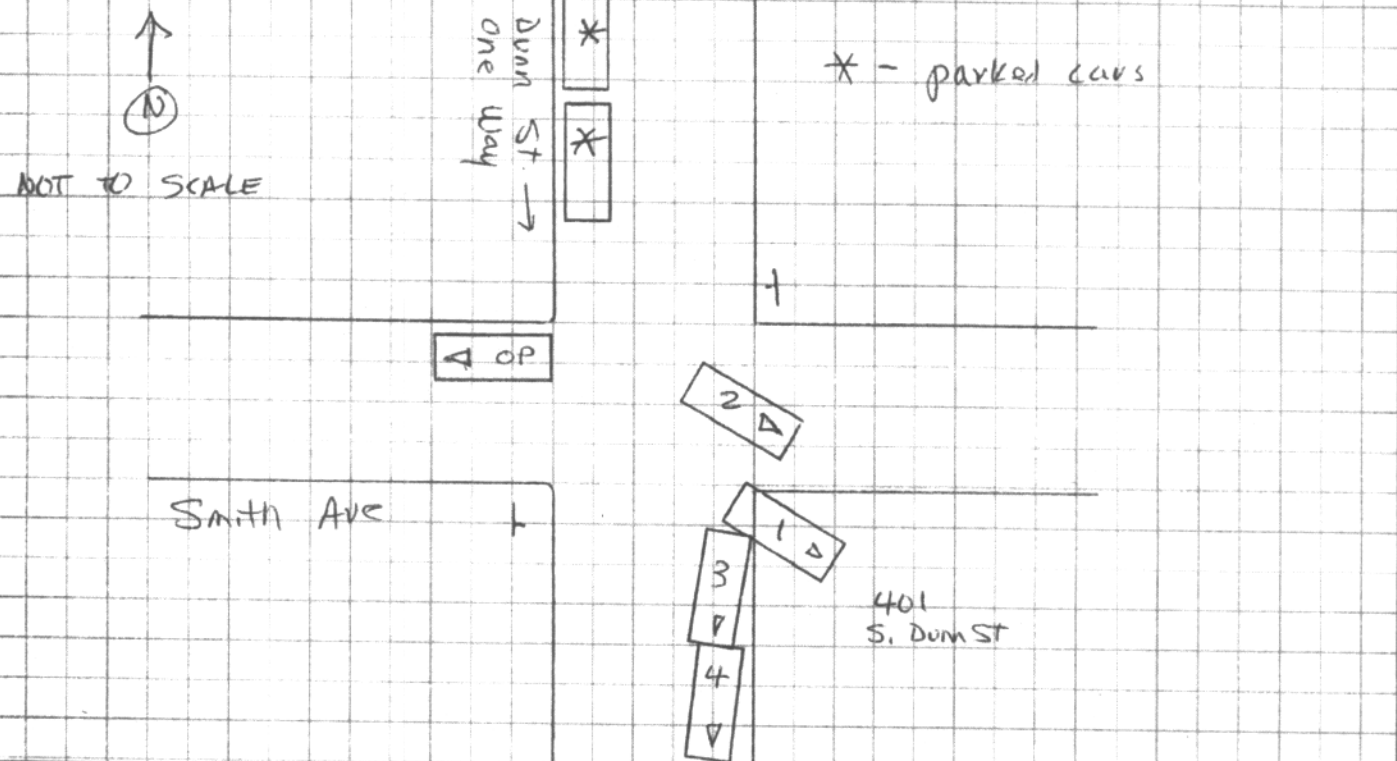
001442411

Type of Crash

- Rear End
- Same Direction Sideswipe
- Right Angle
- Backing Crash
- Head On
- Opposite Direction Sideswipe
- Left Turn
- Other
- Rear to Rear
- Ran off Road
- Right Turn
- Non-Collision



Diagram: (Indicate North by Arrow)



**Narrative:** DIAGRAM Approximates Final Rest found by P.O. OP V2 said he was south on Dunn and V2, which was east on Smith, pulled in front of him causing impact. V1 ran off the road into the lot at 401 S. Dunn. V1 hit V3, which was parked illegally (yellow curb - Fire hydrant) and drove parked V3 into parked V4. V1 Ran over a fire hydrant which was under V1's front end (knocked over). OP V1 said he was East on Smith and stopped or slowly rolled forward because it was hard to see due to illegally parked O.P. There were also cars parked on Dunn some legally, possibly some on yellow which made it hard to see. OP V1 said he didn't see oncoming V2 until too late. V1 pulled in front of V2.

OP- 53B2191 - IN 03 - silver 2000 Pontiac - illegally parked on yellow and across crosswalk - WAS TOWED AS A HAZARD -

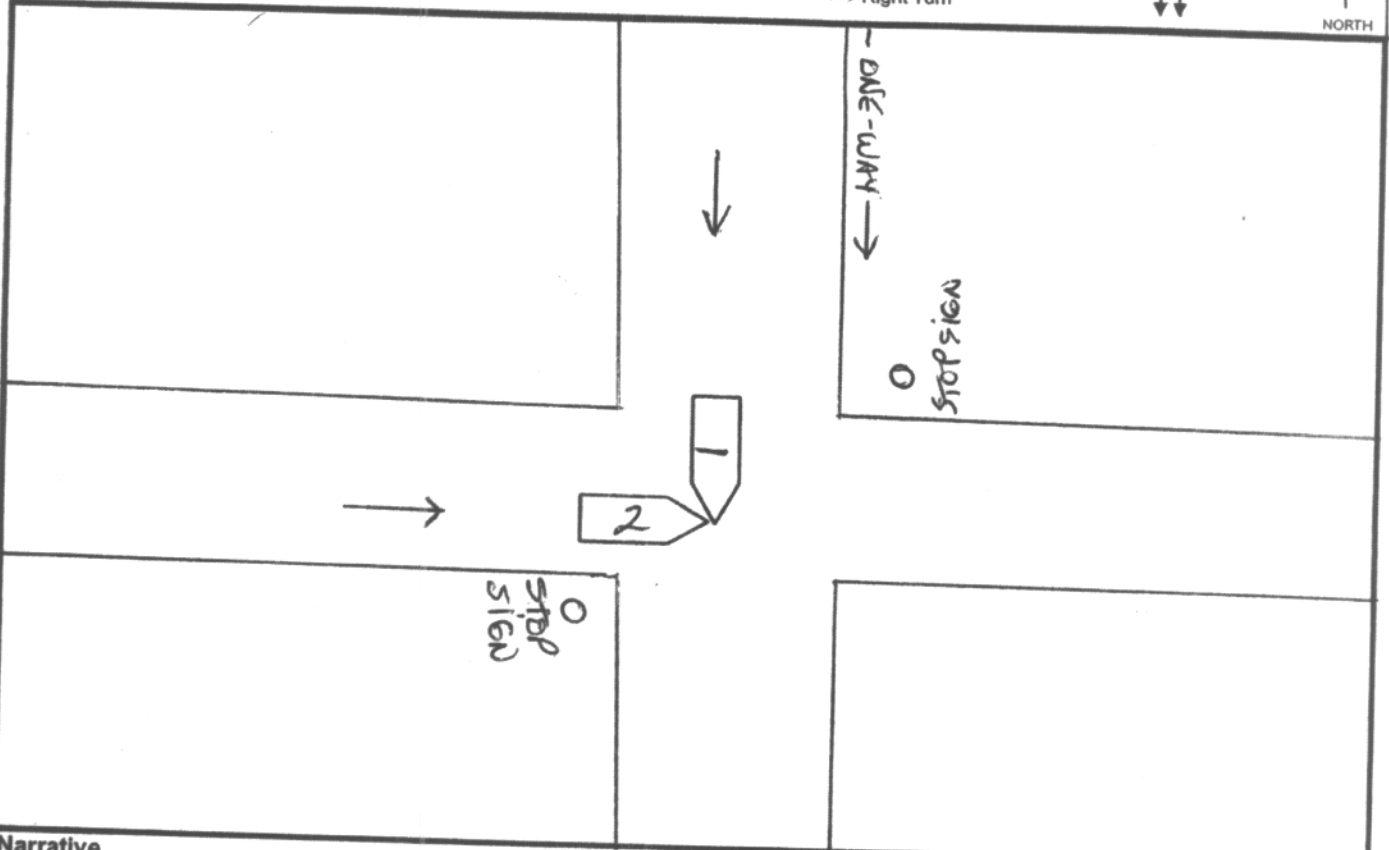
|  |  |   |                |   |   |
|--|--|---|----------------|---|---|
| Time Notified <input type="radio"/> AM <input checked="" type="radio"/> PM |  | Time Arrived <input type="radio"/> AM <input checked="" type="radio"/> PM |                | Other Location of Investigation   |   |
| 110  |  | 111   |                |   |   |
| Assisting Officer  |  | ID No.  | Agency         | Investigation Complete? <input checked="" type="radio"/> Yes <input type="radio"/> No | Photos Taken? <input checked="" type="radio"/> Yes <input type="radio"/> No |
| Assisting Officer  |  | ID No.  | Agency         | Date of Report  |   |
| Amy Myers  |  | 1268  | BPI            | 2-11-04   |   |
| Investigating Officer (printed)  |  | ID No.  | Agency         | Reviewing Officer   |   |
| John Coleman   |  | 1224  | Bloomington PD |   |   |

Local ID  
121803-98

**Diagram**  
(Refer to Vehicle by Number)

- Rear End
- Head On
- Rear to Rear
- Same Direction Sideswipe
- Opposite Direction Sideswipe
- Ran Off Road
- Right Angle
- Left Turn
- Right Turn

Left/Right Turn



**Narrative**

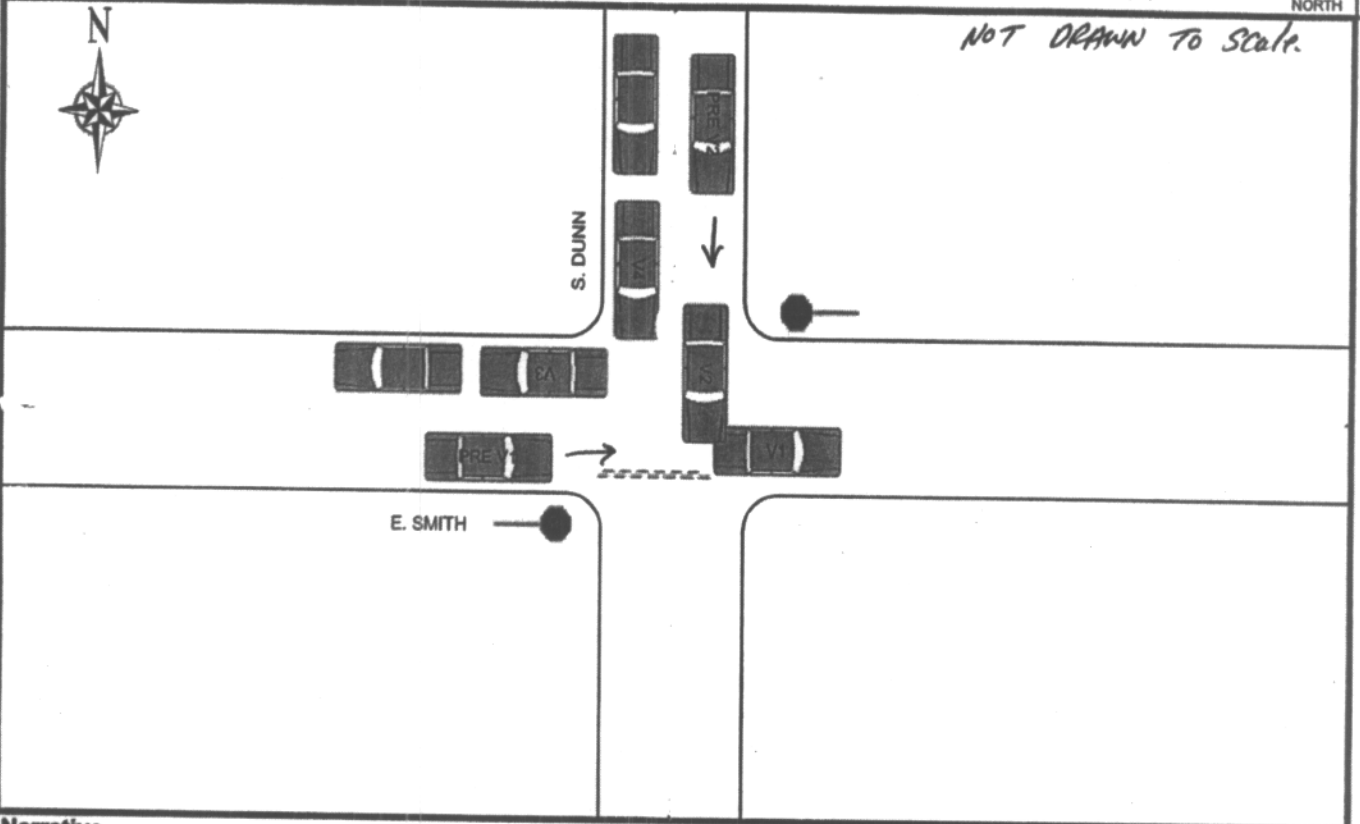
DRIVERS STATED V1 WAS SOUTHBOUND ON DUNN ST AND V2 WAS STOPPED EASTBOUND ON SMITH AVE WHEN V2 ATTEMPTED TO CROSS INTERSECTION AND COLLIDED WITH V1. D2 STATED SHE FAILED TO SEE V1 APPROACHING.

|   |   |                       |   |                                 |   |                               |   |
|---|---|-----------------------|---|---------------------------------|---|-------------------------------|---|
| Time Notified<br>12:04                              | AM<br><input checked="" type="radio"/> PM | Time Arrived<br>12:12 | AM<br><input checked="" type="radio"/> PM | Other Location of Investigation |   |                               |   |
| Assisting Officer                                   |   | ID No.                | Agency                                    | Investigation Complete?         | Yes <input checked="" type="radio"/> No <input type="radio"/> | Photos Taken?                 | Yes <input type="radio"/> No <input checked="" type="radio"/>           |
| Assisting Officer                                   |   | ID No.                | Agency                                    | Date of Report                  | 12/18/2003  | Driver Report Form Furnished? | D1 <input checked="" type="radio"/> D2 <input checked="" type="radio"/> |
| Investigating Officer (printed)<br>RANDALL A KEILER |   | ID No.<br>1247        | Agency<br>BLOOMINGTON PD                  |                                 |   |                               |   |
| Investigating Officer Signature<br>                 |   |                       |   |                                 |   |                               |   |

Local ID  
083003-216

**Diagram**  
(Refer to Vehicle by Number)

Rear End     Same Direction Sideswipe     Right Angle  
 Head On     Opposite Direction Sideswipe     Left Turn  
 Rear to Rear     Ran Off Road     Right Turn  
 Left/Right Turn



**Narrative**

V3 WAS PARKED UNOCCUPIED ON THE NW CORNER OF DUNN/SMITH ON A YELLOW CURB. V3 WAS CITED AND TOWED DUE TO ROAD HAZARD ( VIEW OBSTRUCTION).

V4 WAS PARKED UNOCCUPIED ON THE NW CORNER OF DUNN/SMITH ON A YELLOW CURB. V4 WAS CITED AND TOWED DUE TO ROAD HAZARD (VIEW OBSTRUCTION).

V1/D1 STATED "I WAS STOPPED AT THE STOP SIGN AT DUNN/SMITH EASTBOUND. I COULD NOT SEE V2 DUE TO THE PARKED VEHICLES (V3/V4), I PROCEEDED INTO THE ROADWAY AND V2 WAS SOUTHBOUND ON DUNN. WE COLLIDED IN THE INTERSECTION, MY VEHICLE THEN ROLLED ON TO ITS PASSENGER SIDE AND SLID APX. 10 FT."

V2/D2 STATED "I WAS SOUTHBOUND ON DUNN, I DID NOT SEE V1 DUE TO PARKED VEHICLES, V1 PROCEEDED INTO INTERSECTION AND WE COLLIDED."

*W1 stated " I SAW the accident in the intersection, I could not see the vehicles prior to collision."*

|  |   |                          |   |   |
|--|---|--------------------------|---|---|
| Time Notified<br>5:42  | <input type="radio"/> AM<br><input checked="" type="radio"/> PM | Time Arrived<br>5:43     | <input type="radio"/> AM<br><input checked="" type="radio"/> PM                             | Other Location of Investigation<br>ON SCENE   |
| Assisting Officer<br>WALTERS                                     | ID No.<br>1365  | Agency<br>BLOOMINGTON PD | Investigation Complete?<br><input checked="" type="radio"/> Yes<br><input type="radio"/> No | Photos Taken?<br><input checked="" type="radio"/> Yes<br><input type="radio"/> No                           |
| Assisting Officer<br>HANSON                                      | ID No.<br>1370  | Agency<br>BLOOMINGTON PD | Date of Report<br>8302003   | Driver Report Form Furnished?<br>D1 <input checked="" type="radio"/><br>D2 <input checked="" type="radio"/> |
| Investigating Officer (printed)<br>ZAHASKY                       | ID No.<br>1396  | Agency<br>BLOOMINGTON PD |   |   |
| Investigating Officer's Signature<br><i>M. Zahasky, 1396 BPD</i> |   |                          |   |   |

Local ID  
03-22486

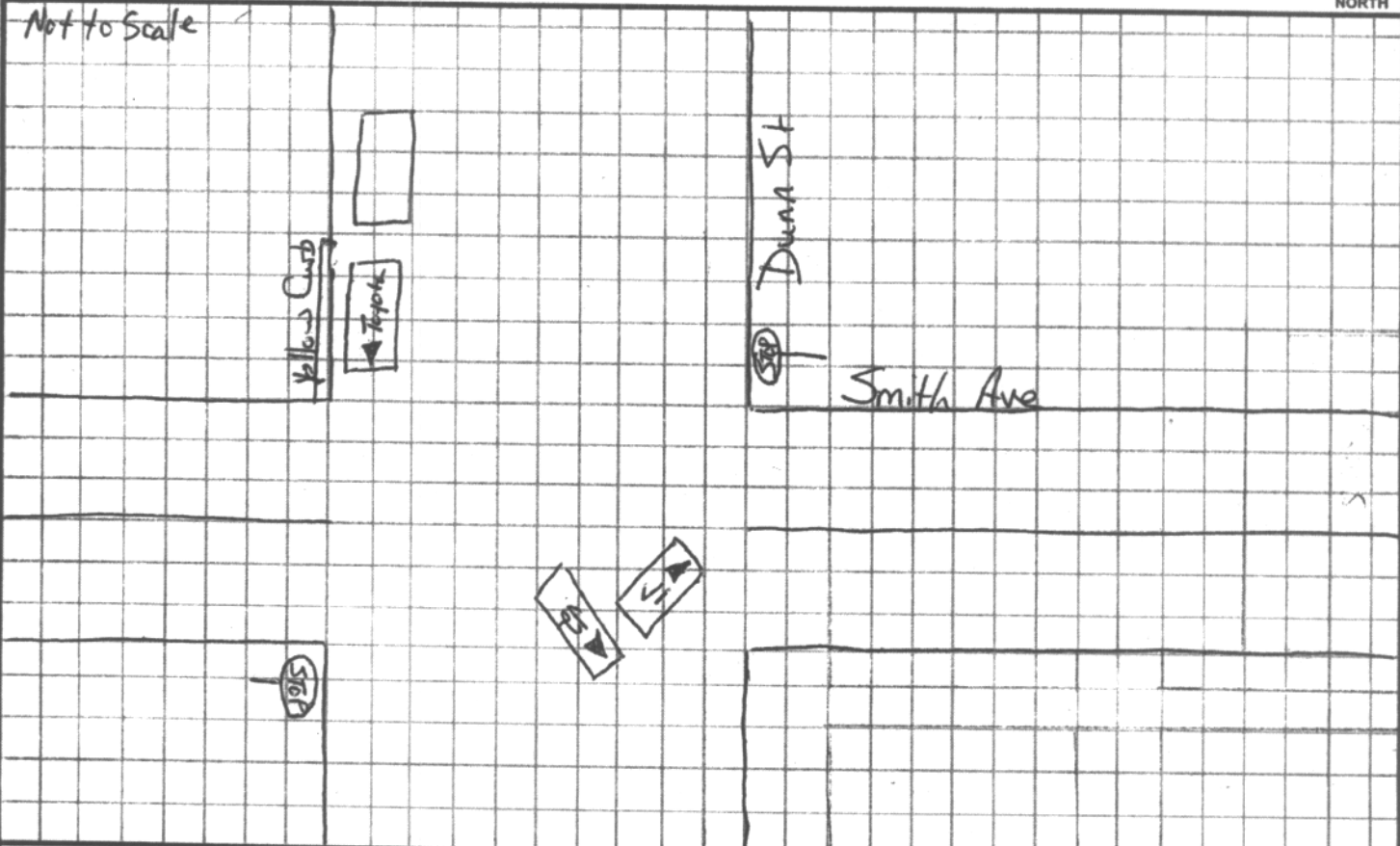


000719126

**Diagram**  
(Refer to Vehicle by Number)

- Rear End
- Head On
- Rear to Rear
- Same Direction Sideswipe
- Opposite Direction Sideswipe
- Ran Off Road
- Right Angle
- Left Turn
- Right Turn

- Left/Right Turn



**Narrative** D1 stated she was E/B on Smith Ave & Stopped at stop sign at Duna St. D1 stated she tried to look both ways but was having problems seeing North due to vehicles parked along the street and a GRN 1995 Toyota (1U7861) parked illegally on yellow curb at the corner. D1 stated she proceeded across and was struck by V2 S/B. D2 stated she was S/B on Duna St when V1 went E/B quickly in front of her causing them to collide. D2 stated she couldn't avoid V1. W1 & W2 were on the N/W corner of intersection. W1 & W2 stated they observed V1 stop at the stop sign. W1 & W2 stated V1 then began to cross the intersection and collided with V2. I ticketed the Toyota on the yellow curb and towed it. I came E/B on Smith when I arrived and it was very difficult to see oncoming traffic with the truck there.

|  |   |                                 |   |   |  |
|--|---|---------------------------------|---|---|--|
| Time Notified<br>3:54 <input type="radio"/> AM <input checked="" type="radio"/> PM | Time Arrived<br>4:03 <input type="radio"/> AM <input checked="" type="radio"/> PM | Other Location of Investigation |   |   |  |
| Assisting Officer  | ID No.  | Agency                          | Investigation Complete? <input checked="" type="radio"/> Yes <input type="radio"/> No | Photos Taken? <input type="radio"/> Yes <input checked="" type="radio"/> No                           |  |
| Assisting Officer  | ID No.  | Agency                          | Date of Report<br>4/9/2003  | Driver Report Form Furnished? <input checked="" type="radio"/> D1 <input checked="" type="radio"/> D2 |  |
| Investigating Officer (printed)<br>Brandon Lapossa                                 | ID No.<br>1350  | Agency<br>Bloomington PD        |   |   |  |
| Investigating Officer's Signature<br>  |   |                                 |   |   |  |

Local ID  
03-10841



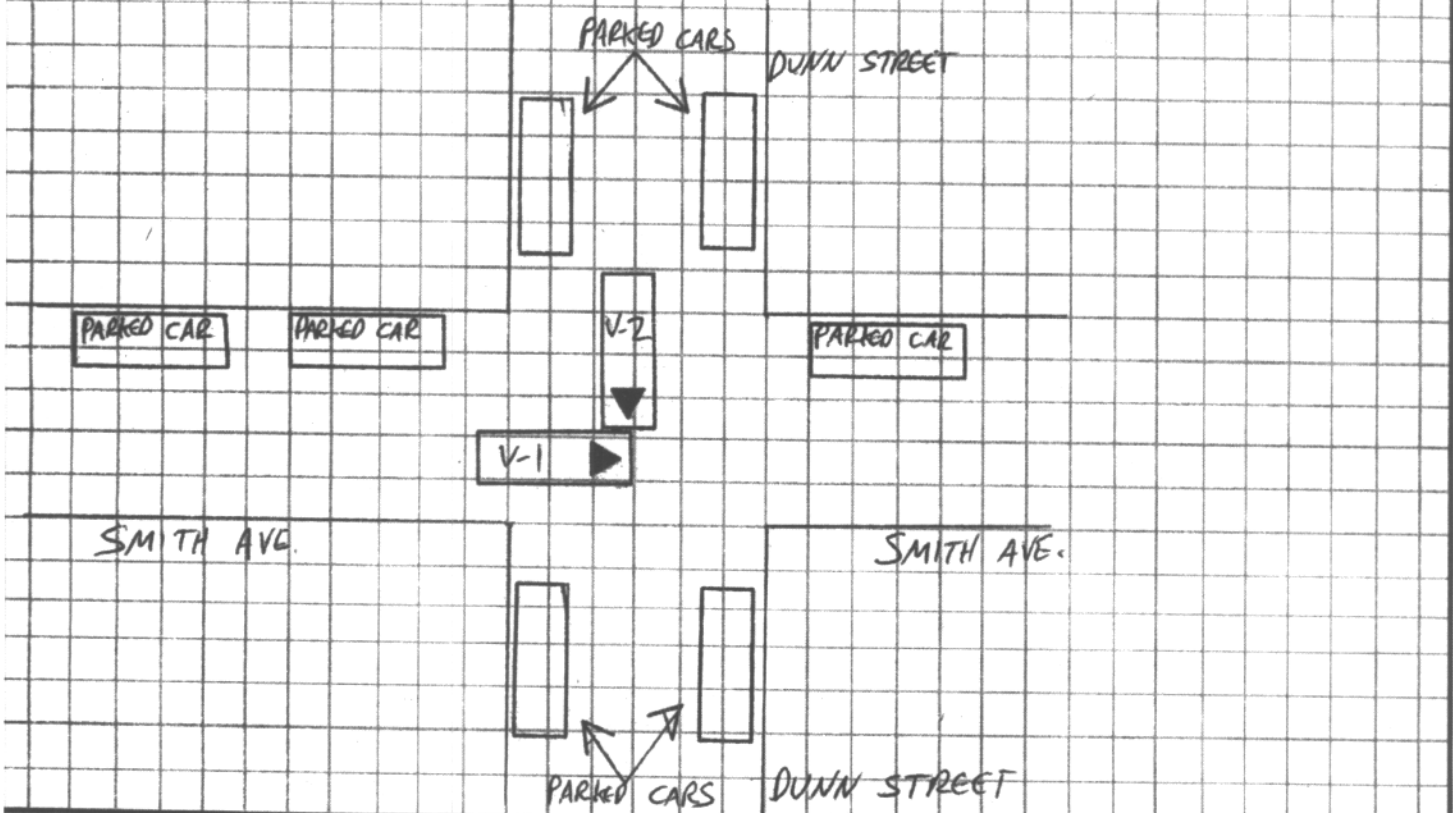
000143571

|  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|

- Diagram**  
Refer to Vehicle by Number)
- Rear End
  - Same Direction Sideswipe
  - Right Angle
  - Head On
  - Opposite Direction Sideswipe
  - Left Turn
  - Left/Right Turn
  - Rear to Rear
  - Ran Off Road
  - Right Turn

NORTH ↑

NOT TO SCALE



**Narrative** DRIVER V-1 STATED HE WAS EAST BOUND ON SMITH AVENUE AND STOPPED AT THE STOP SIGN AT DUNN STREET. DRIVER V-1 STATED HE DID NOT SEE ANY VEHICLES COMING AND PROCEEDED THROUGH THE INTERSECTION. DRIVER V-1 STATED HE WAS STRUCK IN THE INTERSECTION BY V-2 WHICH WAS SOUTH BOUND ON DUNN STREET. DRIVER V-2 STATED SHE WAS SOUTH BOUND ON DUNN STREET WHEN V-1 PULLED OUT IN FRONT OF HER GOING EAST BOUND ON SMITH AVENUE. DRIVER V-2 STATED SHE COULD NOT AVOID V-1 AND COLLIDED WITH IT. VEHICLES ON DUNN STREET DO HAVE RIGHT OF WAY AT THIS INTERSECTION. STOP SIGNS WERE IN PLACE ON SMITH AVENUE.

|   |   |                       |   |                                 |  |  |
|---|---|-----------------------|---|---------------------------------|--|--|
| Time Notified<br>10:36                                  | <input checked="" type="radio"/> AM<br><input type="radio"/> PM | Time Arrived<br>10:38 | <input checked="" type="radio"/> AM<br><input type="radio"/> PM | Other Location of Investigation |  |  |
| Investigating Officer                                   |   | ID No.                | Agency  |                                 | Investigation Complete? <input checked="" type="radio"/> Yes<br><input type="radio"/> No | Photos Taken? <input type="radio"/> Yes<br><input checked="" type="radio"/> No                           |
| Investigating Officer                                   |   | ID No.                | Agency  |                                 | Date of Report<br>2-19-2005  | Driver Report Form Furnished? D1 <input checked="" type="radio"/><br>D2 <input checked="" type="radio"/> |
| Investigating Officer (printed)<br>LOYD HAWKINS         |   | ID No.<br>1339        | Agency<br>BLOOMINGTON POLICE                                    |                                 |  |  |
| Investigating Officer's Signature<br><i>[Signature]</i> |   |                       |   |                                 |  |  |

Local ID  
03-9313



000143410

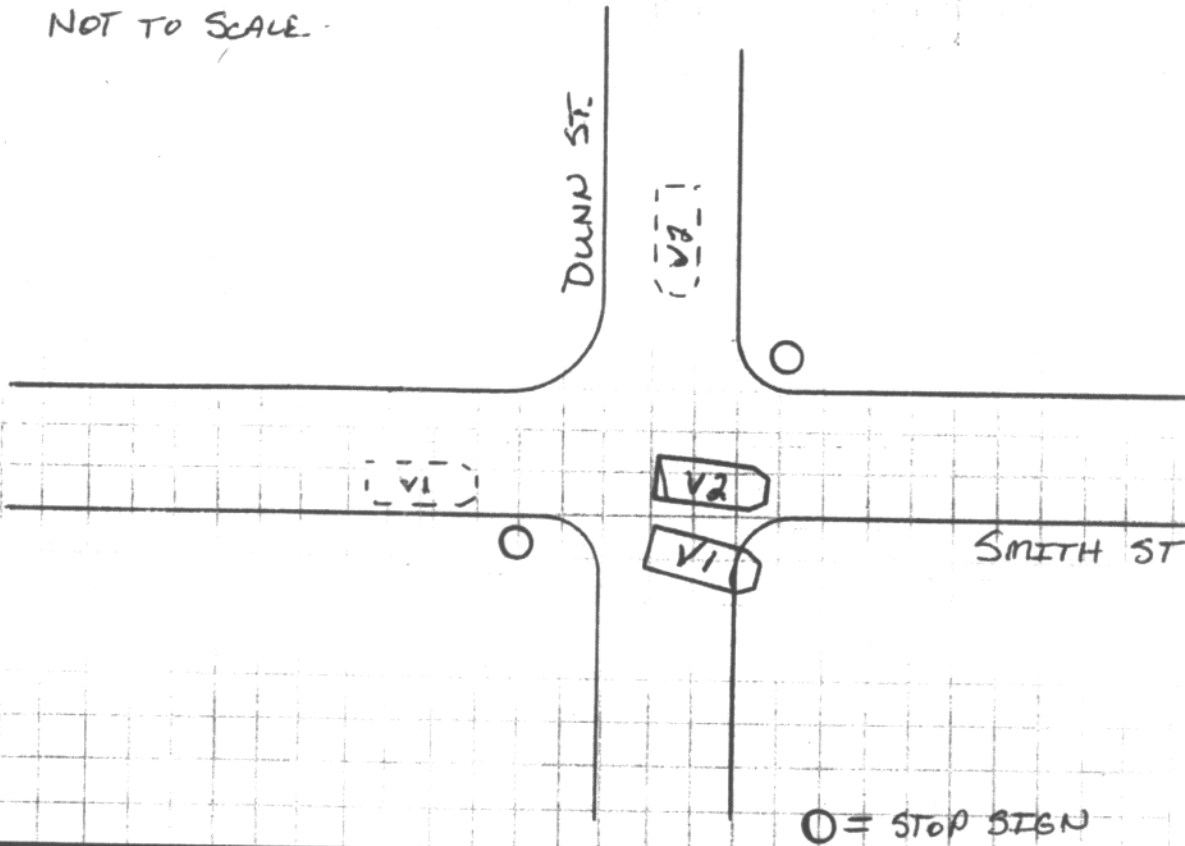
**Diagram**  
(Refer to Vehicle by Number)

- Rear End
- Head On
- Rear to Rear
- Same Direction Sideswipe
- Opposite Direction Sideswipe
- Ran Off Road
- Right Angle
- Left Turn
- Right Turn

Left/Right Turn



NOT TO SCALE



**Narrative**

Driver of V1 stated he stopped at the stop sign at Dunn and Smith before driving east into the intersection. Driver of V1 stated he did NOT see V2 that was driving South.

Driver of V2 stated the Driver of V1 must not have seen the stop sign and appeared in the intersection.

|  |   |  |   |                                    |
|--|---|--|---|------------------------------------|
| Time Notified<br>4:52  | <input type="radio"/> AM<br><input checked="" type="radio"/> PM | Time Arrived<br>4:54   | <input type="radio"/> AM<br><input checked="" type="radio"/> PM | Other Location of Investigation    |
| Reporting Officer<br>J. Alwine                                   |   | ID No.<br>1334   |   | Agency<br>Bloomington P.D.         |
| Investigating Officer (printed)<br>B. Seifers                    |   | ID No.<br>1429   |   | Agency<br>Bloomington Police Dept. |
| Investigating Officer's Signature<br>                            |   |  |   |                                    |
| Investigation Complete?  |   | Photos Taken?  |   | Date of Report                     |
| <input checked="" type="radio"/> Yes<br><input type="radio"/> No |   | <input type="radio"/> Yes<br><input checked="" type="radio"/> No |   | 2-11-03                            |
|  |   | Driver Report Form Furnished?                                    |   | D1<br>D2                           |
|  |   | <input checked="" type="radio"/> Yes<br><input type="radio"/> No |   |                                    |

Local ID #03-4480



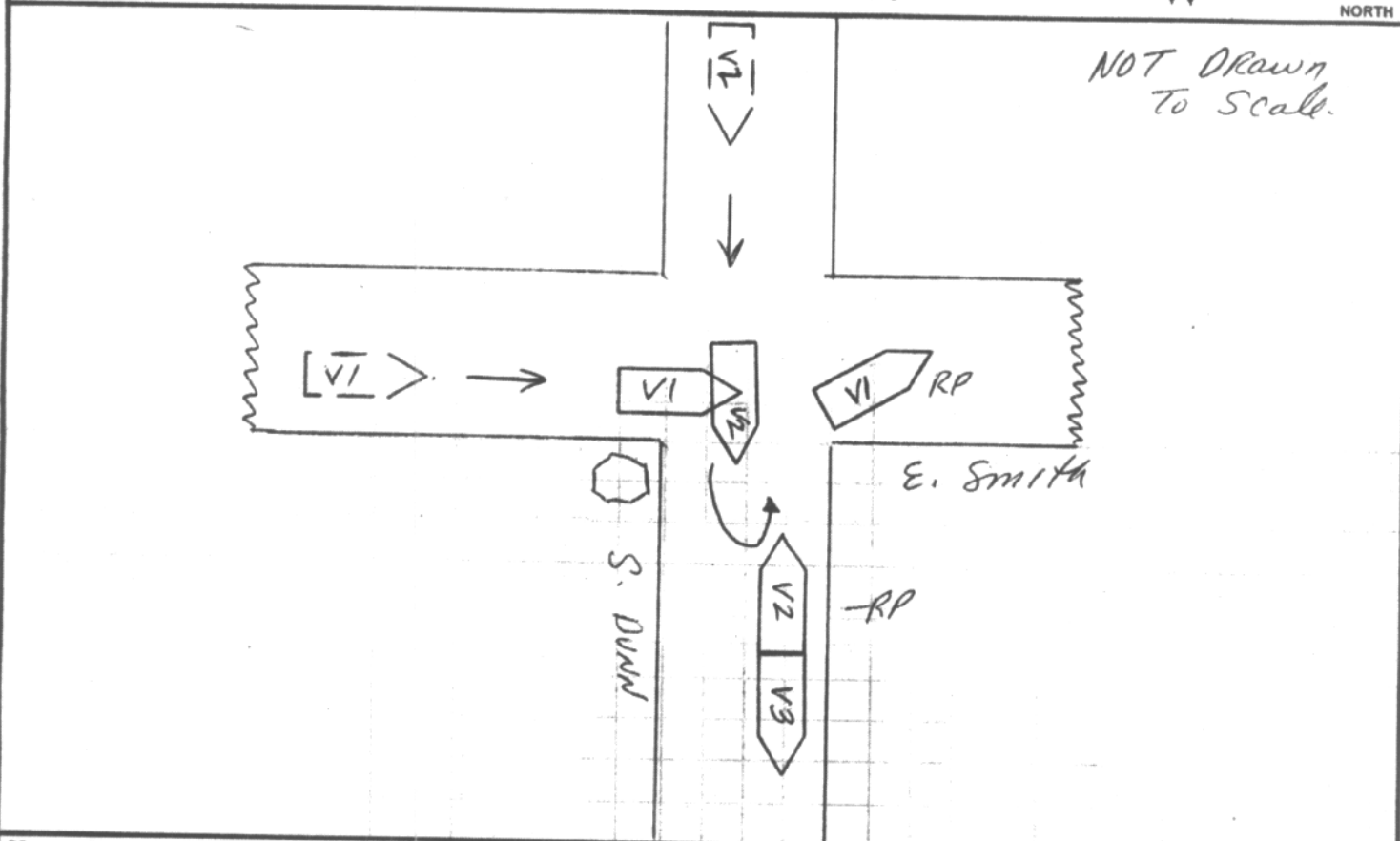
000142977

**Diagram**

(Refer to Vehicle by Number)

- Rear End
- Head On
- Rear to Rear
- Same Direction Sideswipe
- Opposite Direction Sideswipe
- Ran Off Road
- Right Angle
- Left Turn
- Right Turn

Left/Right Turn



**Narrative**

V1 was eastbound on Smith Ave. DI stated "I did not see the stop sign, I was not paying attention, talking w/ my friend. My friend tried to tell me about the stop sign and it was too late, I collided w/V2."  
 V2/V3 states "I was south on DUNN AND V1 DID NOT STOP FOR STOP SIGN, V1 T-boned my vehicle."  
 WI stated "V1 DID NOT STOP FOR STOP SIGN AND COLLIDED W/V2 WHICH THEN SPUN AND COLLIDED WITH V3."

|  |   |                       |   |   |
|--|---|-----------------------|---|---|
| Time Notified<br>5:44                              | <input type="radio"/> AM<br><input checked="" type="radio"/> PM | Time Arrived<br>5:46  | <input type="radio"/> AM<br><input checked="" type="radio"/> PM | Other Location of Investigation<br>ON SCENE   |
| Assisting Officer                                  | ID No.  | Agency                | Investigation Complete?   | Photos Taken?   |
| Assisting Officer                                  | ID No.  | Agency                | Date of Report<br>1-21-2003                                     | Driver Report Form Furnished?<br>D1 <input checked="" type="radio"/><br>D2 <input checked="" type="radio"/> |
| Investigating Officer (printed)<br>Monica Falascky | ID No.<br>1394  | Agency<br>M. Falascky |   |   |
| Investigating Officer's Signature<br>M. Falascky   |   |                       |   |   |

Local ID  
02-63942

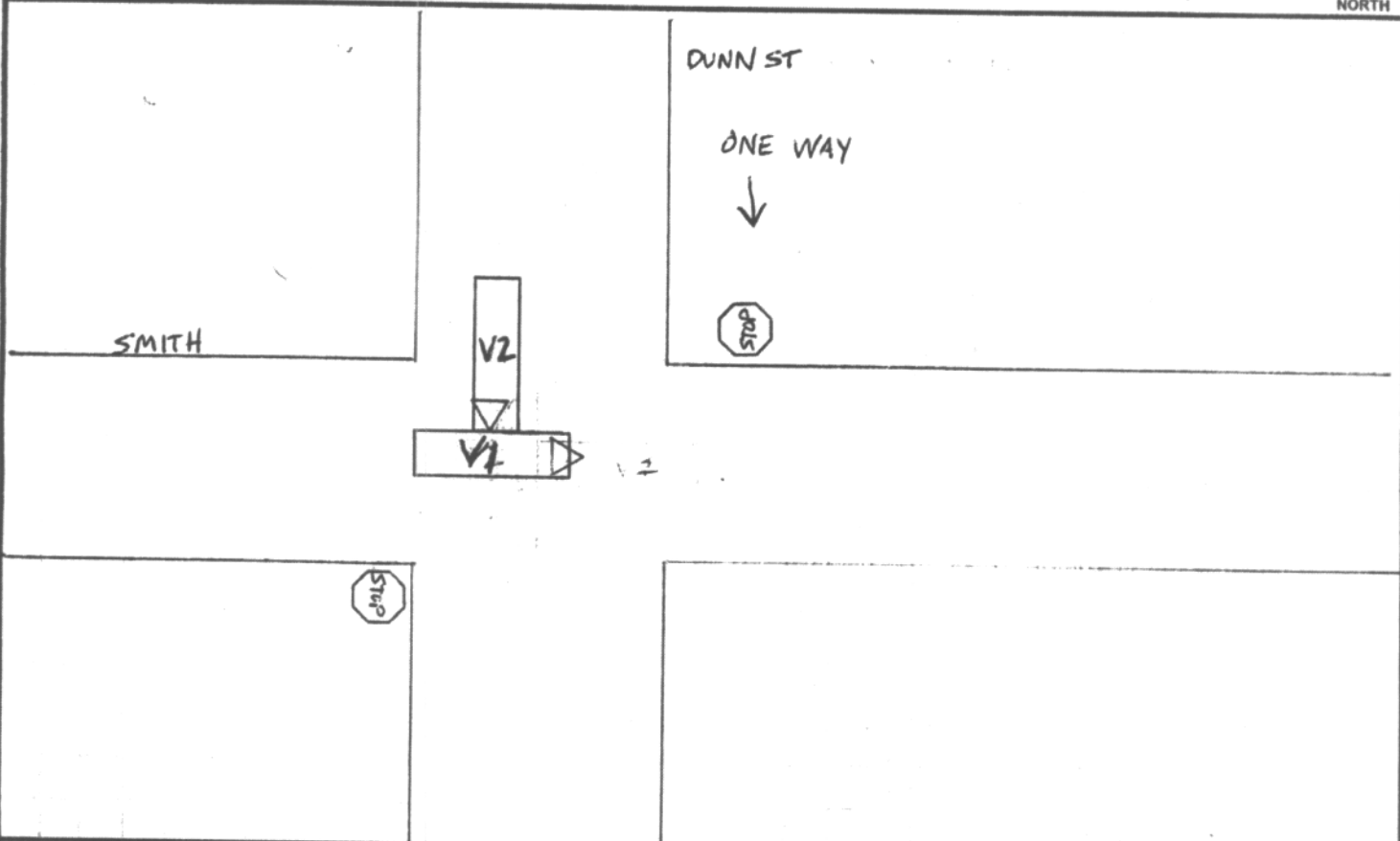


000520063

**Diagram**  
(Refer to Vehicle by Number)

- Rear End
- Head On
- Rear to Rear
- Same Direction Sideswipe
- Opposite Direction Sideswipe
- Ran Off Road
- Right Angle
- Left Turn
- Right Turn

Left/Right Turn



**Narrative**

V1 was attempting to cross Dunn St while eastbound on Smith Ave. V2 was southbound on Dunn St. V1 and V2 collided in the intersection. D1 advised he stopped at the stop sign but failed to see oncoming V2. V1 then pulled out in front of V2. D2 advised V1 pulled out in front of her, and she was unable to stop in time. D2 had the right of way. D1 had a stop sign.

|                                   |   |              |   |  |               |
|-----------------------------------|---|--------------|---|--|---------------|
| Time Notified                     | <input checked="" type="radio"/> AM<br>1021 | Time Arrived | <input checked="" type="radio"/> AM<br>1028 | Other Location of Investigation  |               |
| Assisting Officer                 | ID No.                                      | Agency       | Investigation Complete?                     | <input checked="" type="radio"/> Yes<br><input type="radio"/> No           | Photos Taken? |
| Assisting Officer                 | ID No.                                      | Agency       | Date of Report                              | Driver Report Form Furnished?  |               |
| Investigating Officer (printed)   | ID No.                                      | Agency       | 9/6/02                                      | D1 <input checked="" type="radio"/><br>D2 <input checked="" type="radio"/> |               |
| Investigating Officer's Signature | J. ACRES<br>1261 BLOOMINGTON POLICE DEPT    |              |   |  |               |



**\*\*\* Amendment Form \*\*\***

**Ordinance #:** 04-11  
**Amendment #:** 03  
**Submitted By:** Traffic Commission  
**Date:** May 14, 2004

**Proposed Amendment:**

1. SECTION IV of Ordinance 04-11, regarding Section 15.12.030 Schedule D of the Bloomington Municipal Code shall be amended to add the following:

SIGNALIZED INTERSECTIONS

| <b>Cross Street</b> | <b>Cross Street</b> | <b>Flasher Hours and Days</b> | <b>Preferentiality</b> |
|---------------------|---------------------|-------------------------------|------------------------|
| Atwater Avenue      | Henderson Street    | 23:00-6:00<br>7 days          | Atwater Avenue         |

**Synopsis**

This amendment is proposed by the Traffic Commission and would authorize a signal at the intersection of Atwater Avenue and Dunn Street.

**5/26/04 Committee Action:** Pending  
**6/2/04 Regular Session Action:** Pending

(May 14, 2004)

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**ENGINEERING MEMORANDUM**

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**TO:** COMMON COUNCIL MEMBERS  
**FROM:** JUSTIN WYKOFF, MANAGER OF ENGINEERING SERVICES *JW*  
**SUBJECT:** ORDINANCE 04-11 – AMENDMENT 3 (SIGNALIZED INTERSECTION – ATWATER AVENUE AND HENDERSON STREET)  
**DATE:** 5/11/2004  
**CC:** DAN SHERMAN, COUNCIL ADMINISTRATOR/ATTORNEY

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Ordinance 04-11 is composed of several modifications to Title 15 “Vehicles and Traffic” due to recent annexations, code corrections, road projects, and other requested changes by both City Officials and members of the public. With this ordinance are areas where Engineering opinion differs from that of the Bloomington Traffic Commission. One particular issue is with the placement of a traffic signal at the intersection of Atwater Avenue and Henderson Street.

The Engineering Department received this request from Nancy Harms of the Traffic Commission and Robert Fischman a concerned citizen.

Included with your packets is a warrant analysis with an accident report listing for this intersection. As you can read this intersection does meet two of the warrants for a signalized intersection including those for pedestrians and accidents. (Two of Eight Warrants)

This request was taken before the Traffic Commission in April of 2003 and was voted in favor of a Traffic Signal to be placed at this intersection. Shortly thereafter I was asked by the previous administration to investigate other possibilities that could address the number of accidents, as well as improve the safety of pedestrians crossing at that location.

In November of 2003 we composed a listing of several ways to improve the intersection based on the accidents and what they revealed with a significant number of people stating that they either did not see the stop sign (Northbound on Henderson Street) or thought that it was a multi-stop intersection. Attached is a listing of those corrective measures that were installed in January of 2004. These changes increased the visibility of the stop signs and included advance warning signs for the stop signs.

Since January there have been a total of 3 accidents at this heavily traveled intersection of which one stated that they did not see the ‘stop sign’ even with the additional signage. While these changes have resulted in a decrease in accidents to date, we have completed a preliminary design (attached) to better coordinate traffic at this intersection for both vehicles and pedestrians and eliminate potential conflict situations.

During our traffic study it was clear that pedestrians did not make any serious attempt to cross the intersection correctly increasing potential for conflict with vehicular traffic. Ironically there have been no reported accidents involving pedestrians given their illegal actions of crossing incorrectly.

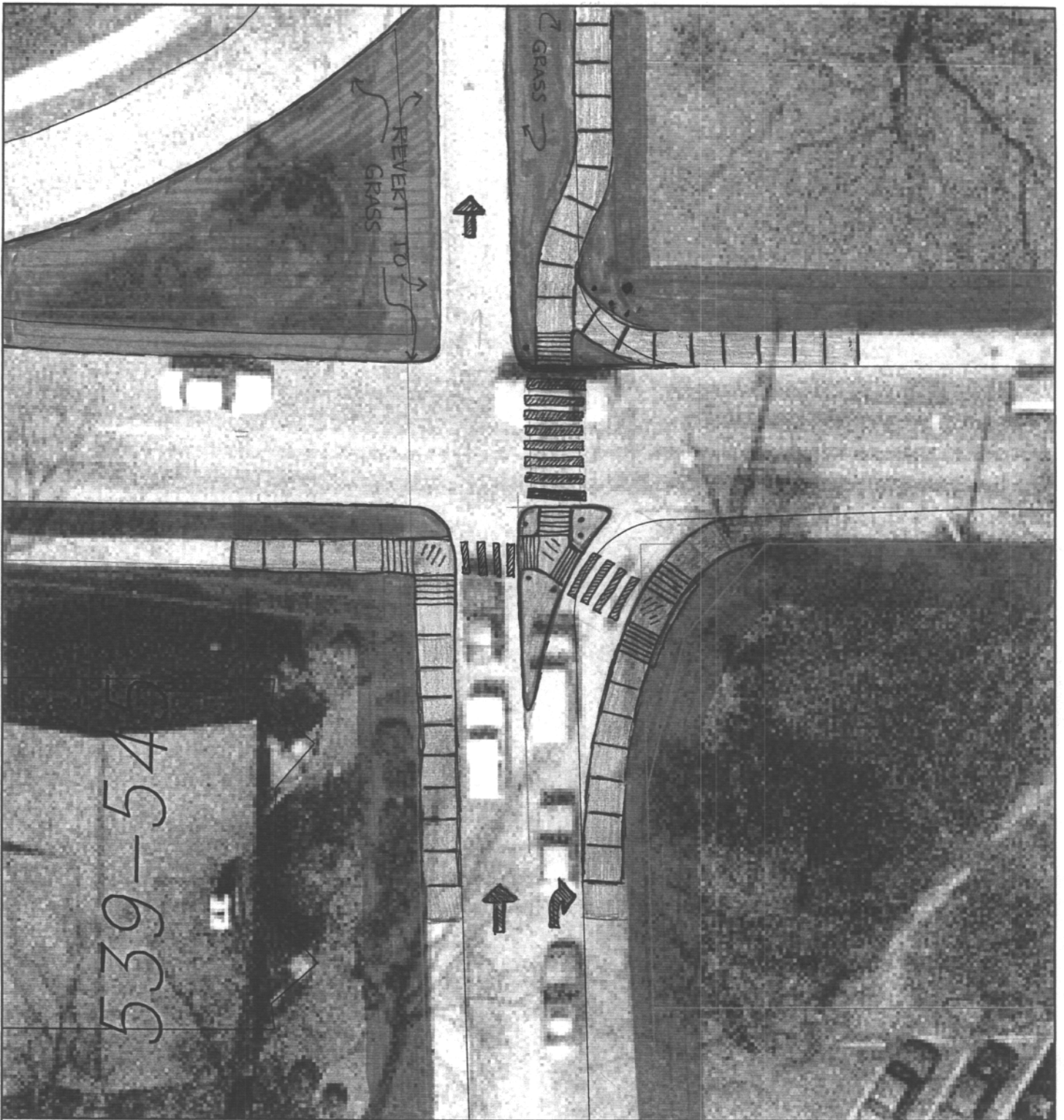
Our preliminary design attempts to accomplish recommendations from the Manual of Uniform Traffic Control Devices (M.U.T.C.D.) of channelizing vehicular traffic and encouraging pedestrians through improved aesthetics (planters) to cross at the legal locations. Attached is a copy of the preliminary design that would incorporate several safety measures that could later be upgraded to a fully functional traffic signal with

little additional work and cost. This plan would basically implement all the necessary components of a traffic control signal (Traffic Pole, Mast Arms, Conduit, Control Cabinet, Wiring, red flashing head, yellow flashing head) that can be used to improve pedestrian crossing safety and channelize vehicular movement at the intersection.

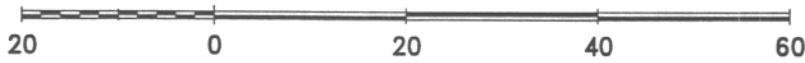
At a later time, the signal heads could be added with pedestrian indicators and the signal could be functional should the additional vehicular volume warrants be met.

Should you have any questions regarding this amendment please contact me at your convenience.

Thank you,



By: wykoffj  
24 Mar 04



For reference only; map information NOT warranted.



City of Bloomington  
Engineering



Scale: 1" = 20'

to maximize the ability of the traffic control signal to satisfy current traffic demands.

- C. They reduce the frequency and severity of certain types of crashes, especially right-angle collisions.
- D. They are coordinated to provide for continuous or nearly continuous movement of traffic at a definite speed along a given route under favorable conditions.
- E. They are used to interrupt heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross.

Traffic control signals are often considered a panacea for all traffic problems at intersections. This belief has led to traffic control signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of vehicular, bicycle, and pedestrian traffic.

Traffic control signals, even when justified by traffic and roadway conditions, can be ill-designed, ineffectively placed, improperly operated, or poorly maintained. Improper or unjustified traffic control signals can result in one or more of the following disadvantages:

- A. Excessive delay;
- B. Excessive disobedience of the signal indications;
- C. Increased use of less adequate routes as road users attempt to avoid the traffic control signals; and
- D. Significant increases in the frequency of collisions (especially rear-end collisions).

#### **Section 4B.04 Alternatives to Traffic Control Signals**

Guidance:

Since vehicular delay and the frequency of some types of crashes are sometimes greater under traffic signal control than under STOP sign control, consideration should be given to providing alternatives to traffic control signals even if one or more of the signal warrants has been satisfied.

Option:

These alternatives may include, but are not limited to, the following:

- A. Installing signs along the major street to warn road users approaching the intersection;
- B. Relocating the stop line(s) and making other changes to improve the sight distance at the intersection;
- C. Installing measures designed to reduce speeds on the approaches;
- D. Installing a flashing beacon at the intersection to supplement STOP sign control;
- E. Installing flashing beacons on warning signs in advance of a STOP sign controlled intersection on major- and/or minor-street approaches;
- F. Adding one or more lanes on a minor-street approach to reduce the number of vehicles per lane on the approach;
- G. Revising the geometrics at the intersection to channelize vehicular movements and reduce the time required for a vehicle to complete a movement, which could also assist pedestrians;
- H. Installing roadway lighting if a disproportionate number of crashes occur at night;
- I. Restricting one or more turning movements, perhaps on a time-of-day basis, if alternate routes are available;
- J. If the warrant is satisfied, installing multiway STOP sign control;
- K. Installing a roundabout intersection; and
- L. Employing other alternatives, depending on conditions at the intersection.

#### **Section 4B.05 Adequate Roadway Capacity**

Support:

The delays inherent in the alternating assignment of right-of-way at intersections controlled by traffic control signals can frequently be reduced by widening the major roadway, the minor roadway, or both roadways. Widening the minor roadway often benefits the operations on the major roadway, because it reduces the green time that must be assigned to minor-roadway traffic. In urban areas, the effect of widening can be achieved by eliminating parking on intersection approaches. It is desirable to have at least two lanes for moving traffic on each approach to a signalized location. Additional width on the departure side of the intersection, as well as on the approach side, will sometimes be needed to clear traffic through the intersection effectively.

Guidance:

Adequate roadway capacity should be provided at a signalized location. Before an intersection is widened, the additional green time pedestrians need to cross the widened roadways should be considered to determine if it will exceed the green time saved through improved vehicular flow.

**CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT**

**REPORT  
FOR  
ATWATER AVENUE AND HENDERSON STREET**

At the April 23, 2003 Traffic Commission Meeting the placement of a signalized intersection was discussed and voted in favor of for installation.

Since that time there was discussion by the previous administration to have Engineering Staff look into alternative methods for improving the safety of the intersection without signalizing the intersection. Since that time I have had meetings and discussions with Don Porter, Traffic Control Specialist and have implemented the following modifications to the intersection;

1. Increased the size of the two(2) stop signs from 24" to 36" high intensity.
2. Added two advance warning signs "Stop Ahead" near the intersection of Hunter Avenue.
3. Added two "Cross-Traffic Does Not Stop" signs under the new "Stop Signs".
4. Replace the existing pavement markings and directional arrows.
5. Added reflective pavement markers to the approach for Eastbound traffic on Atwater Avenue.
6. Added reflective curb markers to the approach for Eastbound traffic on Atwater Avenue.
7. Added reflective delineators (36" tall markers) to the approach for Eastbound traffic on Atwater Avenue.
8. Replaced the "25 m.p.h. speed limit" sign on the approach for Eastbound traffic on Atwater Avenue.
9. Added two(2) advance warning signs indicating the approaching "curve"
10. Added two(2) advisory speed limit signs (20m.p.h.) at curve approach for Eastbound traffic on Atwater Avenue.

These modifications were specifically intended to reduce the number of accidents at the intersection based on the reported traffic accidents that we have on file for the past 3 years. Additional information regarding the plans for future signalization will be reported to the Traffic Commission at the January 28, 2004 meeting.

# City of Bloomington

Engineering Department

401 North Morton Street

Study Name : **Atwater Avenue & Henderson Street**

Study Date : **05/11/04**

Page No. : **1**

## Signal Warrants - Summary

### Major Street Approaches

#### Eastbound: Atwater Avenue

Number of Lanes: 2

Approach Speed: 28

Total Approach Volume: 11,919

### Minor Street Approaches

#### Northbound: Henderson Street

Number of Lanes: 2

Total Approach Volume: 3,063

### Warrant Summary (Urban values apply.)

**Warrant 1 - Eight Hour Vehicular Volumes** ..... **Not Satisfied**

**Warrant 1A - Minimum Vehicular Volume** ..... **Not Satisfied**

Required volumes reached for 2 hours, 8 are needed

**Warrant 1B - Interruption of Continuous Traffic** ..... **Not Satisfied**

Required volumes reached for 2 hours, 8 are needed

**Warrant 1 A&B - Combination of Warrants** ..... **Not Satisfied**

Required volumes reached for 5 hours, 8 are needed

**Warrant 2 - Four Hour Volumes** ..... **Not Satisfied**

Number of hours (1) volumes exceed minimum < minimum required (4).

**Warrant 3 - Peak Hour** ..... **Not Satisfied**

**Warrant 3A - Peak Hour Volumes** ..... **Not Satisfied**

Volumes do not exceed minimums for any hour.

**Warrant 3B - Peak Hour Delay** ..... **Not Satisfied**

Total approach volumes and delays on minor street do not exceed minimums for any hour.

**Warrant 4 - Pedestrian Volumes** ..... **Satisfied**

Required 4 Hr pedestrian volume reached for 8 hour(s) and the single hour volume for 5 hour(s)

**Warrant 5 - School Crossing** ..... **Not Satisfied**

Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).

**Warrant 6 - Coordinated Signal System** ..... **Not Satisfied**

No adjacent coordinated signals are present

**Warrant 7 - Crash Experience** ..... **Satisfied**

Number of accidents (10) is more than minimum (5) and volume requirements are met.

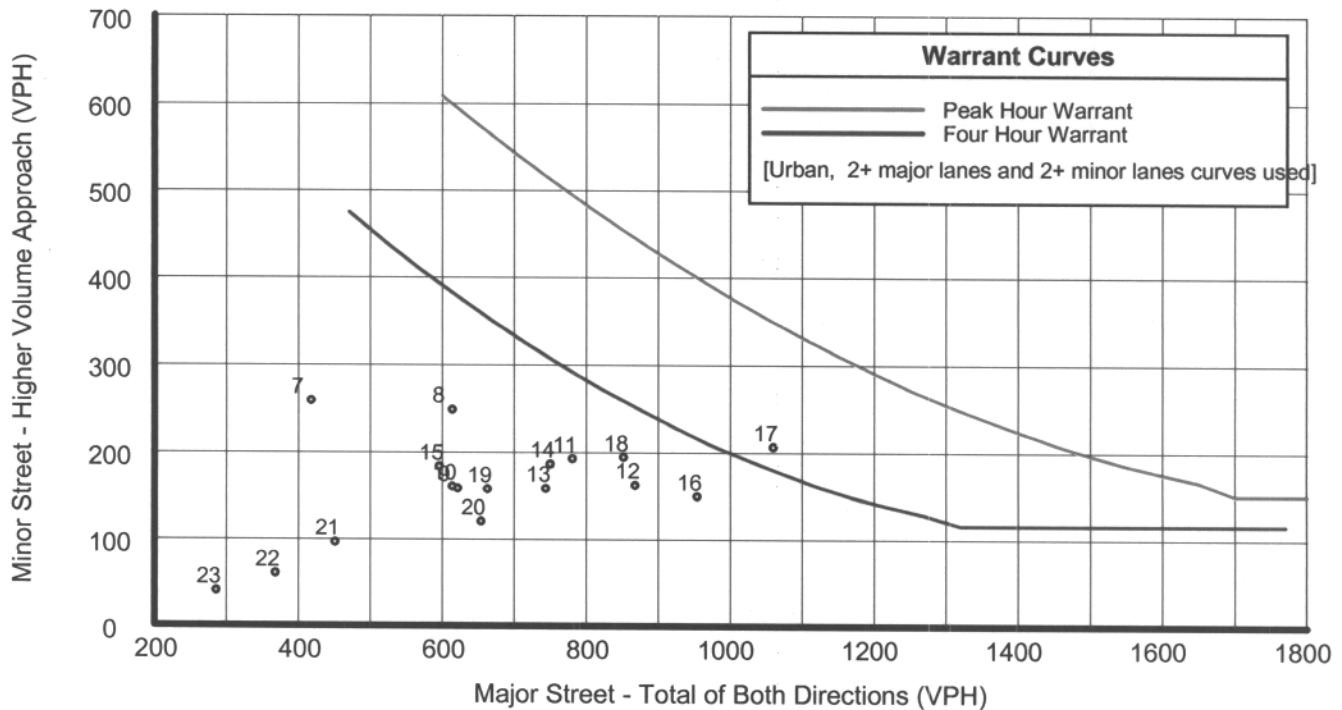
**Warrant 8 - Roadway Network** ..... **Not Satisfied**

Major Route conditions not met. One or more volume requirement met.

**City of Bloomington**  
 Engineering Department  
 401 North Morton Street

Study Name : **Atwater Avenue & Henderson Street**  
 Study Date : **05/11/04**  
 Page No. : **2**

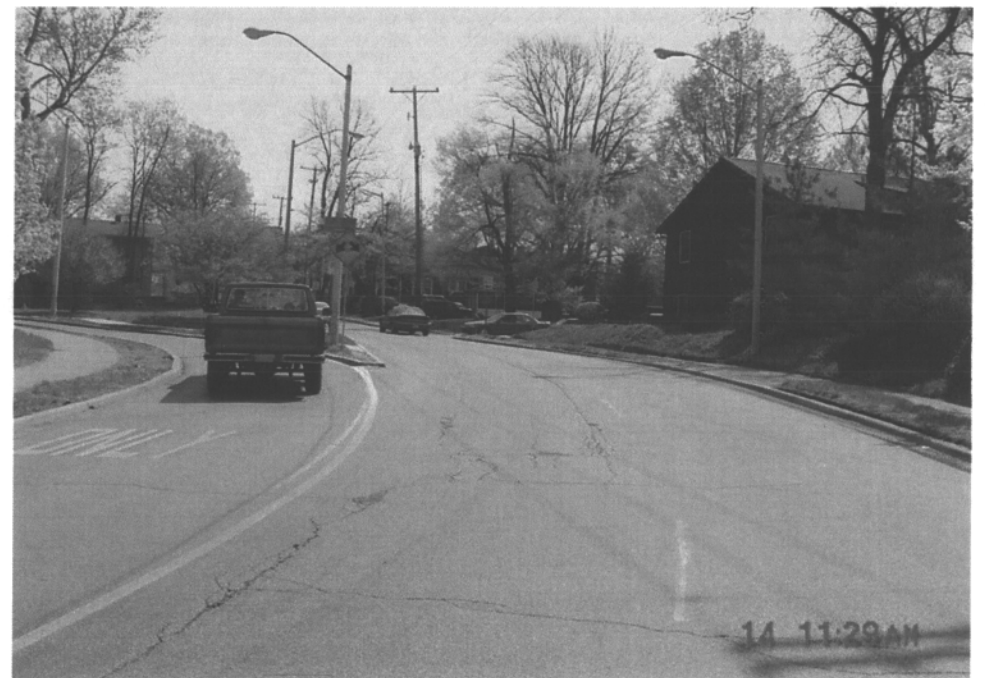
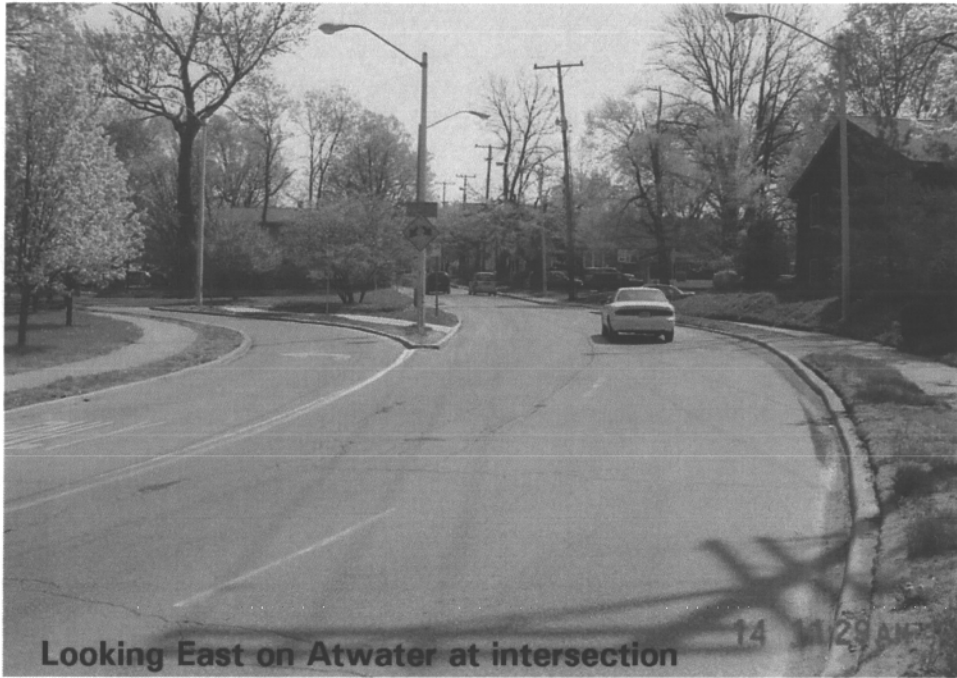
**Signal Warrants - Summary**

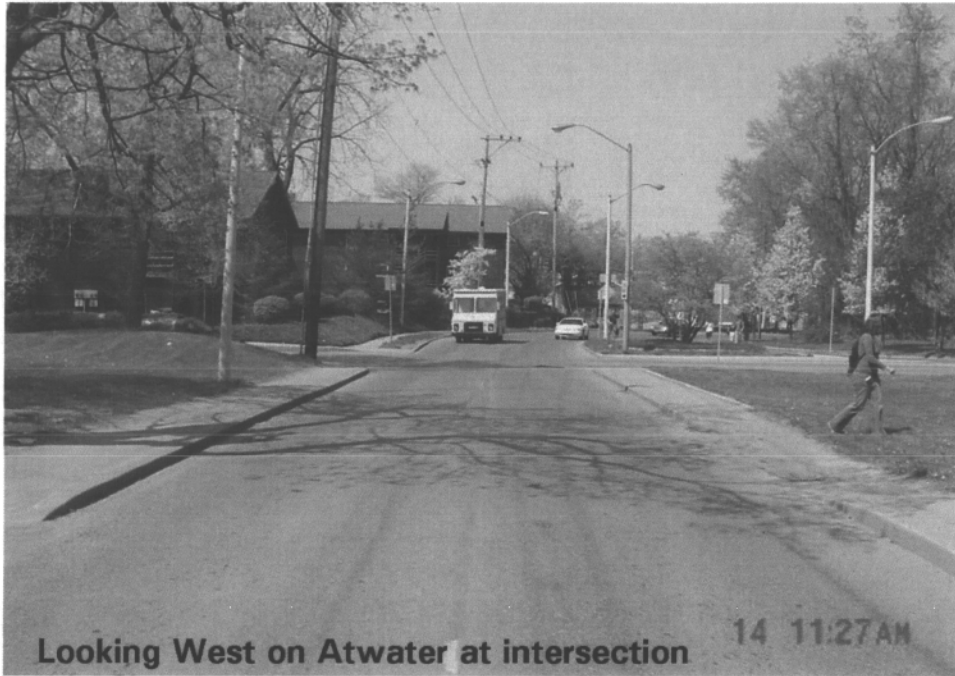


**Analysis of 8-Hour Volume Warrants:**

| Hour Begin | Major Total | Higher Minor Vol | Dir | War-1A     |            |        | War-1B     |            |        | War-1A&B   |            |        |
|------------|-------------|------------------|-----|------------|------------|--------|------------|------------|--------|------------|------------|--------|
|            |             |                  |     | Major Crit | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? |
| 00:00      | 180         | 29               | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |
| 01:00      | 112         | 22               | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |
| 02:00      | 84          | 10               | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |
| 03:00      | 59          | 6                | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |
| 04:00      | 26          | 18               | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |
| 05:00      | 33          | 54               | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |
| 06:00      | 130         | 197              | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-Yes    | Minor  | 720-No     | 160-Yes    | Minor  |
| 07:00      | 418         | 258              | NB  | 600-No     | 200-Yes    | Minor  | 900-No     | 100-Yes    | Minor  | 720-No     | 160-Yes    | Minor  |
| 08:00      | 614         | 248              | NB  | 600-Yes    | 200-Yes    | Both   | 900-No     | 100-Yes    | Minor  | 720-No     | 160-Yes    | Minor  |
| 09:00      | 622         | 158              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-No     | 160-No     | ---    |
| 10:00      | 614         | 160              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-No     | 160-Yes    | Minor  |
| 11:00      | 781         | 192              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-Yes    | 160-Yes    | Both   |
| 12:00      | 868         | 162              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-Yes    | 160-Yes    | Both   |
| 13:00      | 744         | 158              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-Yes    | 160-No     | Major  |
| 14:00      | 750         | 186              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-Yes    | 160-Yes    | Both   |
| 15:00      | 596         | 183              | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-Yes    | Minor  | 720-No     | 160-Yes    | Minor  |
| 16:00      | 954         | 149              | NB  | 600-Yes    | 200-No     | Major  | 900-Yes    | 100-Yes    | Both   | 720-Yes    | 160-No     | Major  |
| 17:00      | 1,060       | 206              | NB  | 600-Yes    | 200-Yes    | Both   | 900-Yes    | 100-Yes    | Both   | 720-Yes    | 160-Yes    | Both   |
| 18:00      | 852         | 194              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-Yes    | 160-Yes    | Both   |
| 19:00      | 663         | 157              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-No     | 160-No     | ---    |
| 20:00      | 654         | 120              | NB  | 600-Yes    | 200-No     | Major  | 900-No     | 100-Yes    | Minor  | 720-No     | 160-No     | ---    |
| 21:00      | 451         | 96               | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |
| 22:00      | 368         | 60               | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |
| 23:00      | 286         | 40               | NB  | 600-No     | 200-No     | ---    | 900-No     | 100-No     | ---    | 720-No     | 160-No     | ---    |









| Number: | Date:              | Time:    | Type:       | Contributing Circumstance:       | Remarks:  | Correctable: |
|---------|--------------------|----------|-------------|----------------------------------|---|--------------|
| 1       | December 14, 2001  | 8:34am   | Right Angle | Failure to Yield Right-of-Way    | No explanation  | Yes          |
| 2       | December 17, 2001  | 11:43am  | Right Angle | Failure to Yield Right-of-Way    | Northbound vehicle did not see Eastbound vehicle        | Yes          |
| 3       | March 24, 2002     | 2:04pm   | Right Angle | Disregard Signal/Regulatory Sign | Confused as to who had the right-of-way                 | Yes          |
| 4       | June 4, 2002       | 2:16pm   | Right Angle | Failure to Yield Right-of-Way    | Disregarding a Stop Sign                                | No           |
| 5       | June 25, 2002      | 5:06pm   | Right Angle | Failure to Yield Right-of-Way    | Thought the intersection was a Multi-Way Stop           | Yes          |
| 6       | June 25, 2002      | 5:06pm   | Rear End    | Following Too Closely            | Stopped Abruptly to Avoid Existing Accident             | No           |
| 7       | August 5, 2002     | 12:24pm  | Right Angle | Disregard Signal/Regulatory Sign | Unfamiliar with City Streets/Did Not See Stop Sign      | Yes          |
| 8       | August 31, 2002    | 1:00am   | Sideswipe   | Improper Turning                 | Unfamiliar with City Streets                            | No           |
| 9       | November 13, 2002  | 12:28pm  | Right Angle | Disregard Signal/Regulatory Sign | Northbound vehicle pulled too far into the intersection | No           |
| 10      | November 22, 2002  | 5:22pm   | Right Angle | Disregard Signal/Regulatory Sign | Northbound vehicle did not see Eastbound vehicle        | Yes          |
| 11      | November 29, 2002  | 1:14pm   | Right Angle | Failure to Yield Right-of-Way    | No explanation Driver Pulled Out                        | Yes          |
| 12      | December 7, 2002   | 7:00pm   | Right Angle | Failure to Yield Right-of-Way    | No explanation Driver Pulled out and hit and run        | Yes          |
| 13      | January 27, 2003   | 11:37am  | Right Angle | Failure to Yield Right-of-Way    | No explanation driver pulled out                        | Yes          |
| 14      | February 24, 2003  | 5:13pm   | Right Angle | Disregard Signal/Regulatory Sign | Slid on icy pavement                                    | No           |
| 15      | March 3, 2003      | 8:23am   | One Vehicle | None                             | Vehicle slid on icy pavement and hit sign               | No           |
| 16      | March 3, 2003      | 9:01am   | Right Angle | Failure to Yield Right-of-Way    | No explanation driver pulled out                        | Yes          |
| 17      | April 16, 2003     | 9:14 AM  | Right Angle | Failure to Yield Right-of-Way    | Disregarding a Stop Sign                                | No           |
| 18      | April 16, 2003     | 1:42am   | Right Angle | Failure to Yield Right-of-Way    | Northbound vehicle did not see Eastbound vehicle        | Yes          |
| 19      | April 28, 2003     | 3:45pm   | Right Angle | Failure to Yield Right-of-Way    | Northbound vehicle did not see Eastbound vehicle        | Yes          |
| 20      | April 30, 2003     | 4:16pm   | Right Angle | Failure to Yield Right-of-Way    | Northbound vehicle did not see Eastbound vehicle        | Yes          |
| 21      | August 18, 2003    | 4:20p.m. | Right Angle | Failure to Yield Right-of-Way    | Northbound vehicle did not see Eastbound vehicle        | Yes          |
| 22      | September 5, 2003  | 8:40am   | Right Angle | Failure to Yield Right-of-Way    | Northbound vehicle did not see Eastbound vehicle        | Yes          |
| 23      | September 26, 2003 | 2:10pm   | One Vehicle | Unsafe Speed                     | 60-70 mph roll-over / intoxication                      | No           |
| 24      | October 30, 2003   | 11:49am  | Right Angle | Failure to Yield Right-of-Way    | Driver Inattention                                      | Yes          |
| 25      | November 8, 2003   | 12:44am  | Right Angle | Disregard Signal/Regulatory Sign | Thought the intersection was a Multi-way Stop           | Yes          |
| 26      | November 21, 2003  | 3:00pm   | Right Angle | Failure to Yield Right-of-Way    | Foot slipped from the clutch                            | No           |
| 27      | December 10, 2003  | 3:15pm   | Right Angle | Failure to Yield Right-of-Way    | Northbound vehicle did not see Eastbound vehicle        | Yes          |