

TOWN OF DANVILLE

Town Council Agenda November 17, 2021 @ 7:00pm

- I. **Establish Quorum, Call Meeting to Order**
- II. **Pledge of Allegiance**
- III. **Approval of Minutes (x2)**
- IV. **Public Comment – 3 minutes/person**
- V. **Public Meeting**

- A. **Wishes to be Heard: Commemorative Paving Bricks – Kelly DiBenedetto/Chamber of Commerce**
- B. **Resolution 29-2021: Fiscal Plan for Auger Annexation – Town Planner**
- C. **Ordinance 32-2021: Request for Annexation (Auger) – Town Planner**
- D. **Ordinance 33-2021: Additional Handicap Parking – Town Manager**
- E. **Request for Street Closure: Christmas on the Square – Anne Johansson/DDP**
- F. **Request for Signature: Indiana Main Street Program – Anne Johansson/DDP**
- G. **Request for Signature: Community Crossing Grant – Public Works**
- H. **Interlocal Agreement: School Crosswalks – Public Works**
- I. **CER: Paving on CR 150 East – Public Works**
- J. **CER: Line Striper – Public Works**
- K. **CER: Materials for Water Line – Water Department**
- L. **Removal of Stop Sign – Town Manager**

- VI. **Staff and Council Comments ***May include any committees or boards that you have been assigned to sit on as a member of the Council*****
- VII. **Claim Docket**
- VIII. **Adjournment**

NOTICE: The public meetings of the Danville Town Council conducted within these chambers shall be video recorded. Said recording will be part of the public records of the Town of Danville and shall be published upon the Town of Danville's website for public access. All individuals attending public meetings hereby given to the Town of Danville, their permission for said publication, which may contain their image or statements.

TOPIC SUMMARY

Approval of Minutes: There will be 2 sets of Minutes for approval.

11/3/21: Work Study. *Will require a Vote.*

11/3/21: Council Meeting. *Will require a Vote.*

- A. Request to be Heard: Commemorative Paving Bricks** – Chamber of Commerce Director is seeking Council input on whether to continue a program that allows citizens to purchase commemorative bricks that are placed on the square by Public Works. *Seeking consensus.*
- B. Resolution 29-2021: Fiscal Plan for Auger Annexation** – Town Planner will present a resolution outlining the fiscal plan for the super-voluntary annexation of the property located at 187 N. CR 200E owned by Wayne L. and B. Jane Auger. This is up for adoption tonight. *Will require a Vote. Please allow time for signatures, if approved.*
- C. Ordinance 32-2021: Request for Annexation** – Town Planner will introduce an ordinance requesting super-voluntary annexation of the property located at 187 N. CR 200 E. Petitioner is Wayne L. and B. Jane Auger. This was introduced on 10/20/21 and had a public hearing on 11/3/21. This is up for adoption tonight. *Will require a Vote. Please allow time for signatures, if approved.*
- D. Ordinance 33-2021: Request for Additional Handicap Parking** – Town Manager will present an ordinance that will create two additional handicap parking spaces at the intersection of Indiana Street and Marion Street. This is at the request of the Public Library. This was introduced on 11/3/21 and is up for adoption tonight. *Will require a Vote. Please allow time for signatures, if approved.*
- E. Request for Street Closure: Christmas on the Square** – Anne Johansson with the Downtown Partnership will present a request for Street Closure for the annual Christmas on the Square. *Will require a Vote.*
- F. Request for Signature: Indiana Main Street Program** – Anne Johansson with the Downtown Partnership will be seeking a signature to apply for a grant. *Will require a Vote. Please allow time for signature, if approved.*
- G. Request for Signature: Community Crossing Grant** – Public Works Superintendent will present a document to move forward with the Community Crossing Grant. *Will require a Vote. Please allow time for signature, if approved.*
- H. Interlocal Agreement: School Crosswalks** – Public Works Superintendent will present an Interlocal Agreement to provide additional warnings at designated school crosswalks for the Danville Community School Corporation. *Will require a Vote. Please allow time for signatures, if approved.*
- I. Capital Expenditure Request: Paving on CR 150 East** – Public Works Superintendent will present a request to expend funds to finish the paving project on CR 150 East. *Will require a Vote.*
- J. Capital Expenditure Request: Line Striper/Driver** – Public Works Superintendent will present a request to expend funds to purchase a Line Striper/Driver to mark no parking areas throughout the Town. *Will require a Vote.*
- K. Capital Expenditure Request: Materials for Water Line** – Water Superintendent will present a request to expend funds to purchase materials for a Water Main project. *Will require a Vote.*
- L. Removal of Stop Sign** – Town Manager will present a traffic study that was performed to validate the removal of stop signs for East and West Lincoln Street at the intersection of Kentucky Street. This intersection was not listed in our Code of Ordinances. No Ordinance will be needed to remove. However, we will advertise should this pass. *Will require a Vote.*

Staff and Council Comments (Around the Horn)

Claim Docket

Motion to Adjourn

-Bold Agenda Item -Italicized items are for action needed

RESOLUTION NO. 29-2021

**A FISCAL POLICY RESOLUTION
FOR ANNEXING CONTIGUOUS TERRITORY
TO THE TOWN OF DANVILLE, INDIANA**

**Wayne L. & B. Jane Auger
Super-Voluntary Annexation**

WHEREAS, Ind. Code § 36-4-3-3.1 requires that the municipality has developed a written fiscal plan and has established a definite policy, by resolution of the legislative body that meets the requirements set forth in Ind. Code § 36-4-3-13(d), prior to annexing property under Ind. Code § 36-4-3; and

WHEREAS, it is the desire of the Town Council of the Town of Danville, State of Indiana, to provide such written fiscal plan, and comply with Indiana law.

THEREFORE, BE IT RESOLVED by the Town Council of the Town of Danville, State of Indiana, that Exhibit A, as attached and incorporated herein, is adopted as the fiscal plan for the "Wayne L. & B. Jane Auger" Super-Voluntary Annexation" proposed by Ordinance 29-2021.

BE IT FURTHER RESOLVED THAT the sections, paragraphs, sentences, clauses and phrases of this Resolution and the fiscal plan are separable, and if any phrase, clause, sentence, paragraph or section of this Resolution or the fiscal plan shall be declared unconstitutional, invalid or unenforceable by the valid judgment or decree of a court of competent jurisdiction, such unconstitutionality, invalidity, or unenforceability shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Resolution or the fiscal plan.

PASSED the 17th day of November 2021.

[Signatures on next page]

THE TOWN COUNCIL OF THE TOWN
OF DANVILLE, INDIANA

YAY/NAY

Tom Pado

Nancy Leavitt

Chris Gearld

David Winters

Greg VanLaere

ATTEST:

Jennifer I. Percy
Clerk-Treasurer

EXHIBIT A

**ANNEXATION FISCAL PLAN
Wayne L. & B. Jane Auger
SUPER-VOLUNTARY ANNEXATION**



ANNEXATION FISCAL PLAN
FOR THE
TOWN OF DANVILLE, INDIANA
AUGER PROPERTY

NOVEMBER 1, 2021

Prepared by:

KROHN
&
ASSOCIATES
— CPAS AND CONSULTANTS —

INTRODUCTION

The following fiscal plan (the “Fiscal Plan”) is for the proposed super voluntary annexation of one parcel to the east of the existing corporate limits of the Town (the “Annexation Area”). The Annexation Area is adjacent to the Town of Danville (the “Town”). The requirements of the Indiana Code mandate the development and adoption of a written Fiscal Plan and the establishment of a definite policy by resolution of the Town Council. Pursuant to Indiana Code Section 36-4-3-13(d), the Fiscal Plan will include the following:

1. The cost estimates of planned services to be furnished to the territory to be annexed;
2. The method or methods of financing the planned services;
3. The plan for the organization and extension of services;
4. That planned services of a non-capital nature, including police protection, fire protection, street and road maintenance, and other non-capital services normally provided within the corporate boundaries, will be provided to the annexed territory within one (1) year after the effective date of annexation and that they will be provided in a manner equivalent in standard and scope to those non-capital services provided to areas within the corporate boundaries regardless of similar topography, patterns of land use, and population density;
5. That services of capital improvement nature, including street construction, street lighting, sewer facilities, water facilities, and stormwater drainage facilities, will be provided to the annexed territory within three (3) years after the effective date of the annexation in the same manner as those services are provided to areas within the corporate boundaries, regardless of similar topography, patterns of land use, and population density, and in a manner consistent with federal, state, and local laws, procedures and planning criteria;
6. The estimated effect of the proposed annexation on taxpayers in each of the political subdivisions to which the proposed annexation applies for four (4) years after the effective date of the annexation;
7. The estimated effect the proposed annexation will have on municipal finances for four (4) years after the effective date of the annexation; and
8. Any estimated effects on political subdivisions in the county that are not part of the annexation and on taxpayers located in those political subdivisions for four (4) years after the effective date of the annexation.

INTRODUCTION

(Cont'd)

9. A list of all parcels of property in the annexation territory and the following information regarding each parcel:
 - o The name of the owner of the parcel;
 - o The parcel identification number;
 - o The most recent assessed value of the parcel; and
 - o The existence of known waiver of the right to remonstrate on the parcel.

This Fiscal Plan may include additional materials in connection with the foregoing. This Fiscal Plan was developed through the cooperative efforts of the Town's various administrative staff, consulting engineer, attorney and O.W. Krohn & Associates LLP. This Fiscal Plan is the result of an analysis of the proposed Annexation Area.

The Annexation Area is contiguous to the Town for purposes of Indiana Code 36-4-3-1.5, and there is a written Fiscal Plan, herein provided, that has been approved by the Town Council.

AREA DESCRIPTION

Location, Area Size and Contiguity

The proposed Annexation Area is located on the east side of the existing corporate boundaries of the Town. A legal description is included with the Annexation Resolution and as part of Appendix I herein. The Annexation Area totals approximately 1.00 acre. At least 1/8th of the external boundaries of the Annexation Area are contiguous to the existing corporate boundaries of the Town.

Current Land Use

The Annexation Area consists of residential land and currently has one occupied residential property.

Zoning

The existing zoning for the parcel is Single Family Residential. The proposed zoning for the Annexation Area is to remain Single Family Residential.

Current Population

The estimated current population of the Annexation Area is 2, as there is one occupied home within the Annexation Area.

Real Property Assessed Valuation

The estimated net assessed valuation for land and improvements in the Annexation Area is \$503,300. This represents the assessed value as of January 1, 2021, for taxes payable in 2022.

Plan for the Area

The plan for the Annexation Area is for the current homeowner to have access to Town utility services, mainly wastewater services.

NON-CAPITAL SERVICES

The current standard and scope of non-capital services being delivered within the Town and the Annexation Area were evaluated by each municipal department to determine the personnel and equipment necessary to provide such non-capital services in a manner equivalent in standard and scope to the services that are currently provided within the existing Town's municipal boundary.

The Town will provide all non-capital services to the Annexation Area within one (1) year after the effective date of annexation regardless of topography, patterns of land use, and population density.

Police Protection

The Town operates and maintains a Police Department with adequate staff to cover services to the Annexation Area. While the Annexation Area is officially served by the Hendricks County Sheriff Department, the Danville Police Department is typically the first responder. The Town does not anticipate any additional costs associated with the annexation.

Fire Protection and Emergency Medical Services

The Town operates and maintains a Fire Department and EMS services. The Annexation Area is already serviced by the Danville Fire Department and EMS services. No incremental costs are anticipated.

Street Maintenance

The Annexation Area is currently one parcel with no roads running through the land. All non-capital services of the Danville Street Department will be made available in the Annexation Area within one (1) year of the effective date of this annexation and will be extended in a manner equivalent in standard and scope to the services provided to the other areas within the corporate boundaries of the Town. The plan for the Annexation Area does not include the addition of any new streets. Therefore, the annexation should have no impact on street maintenance within the Town's current budget.

Trash Collection and Recycling

The Town and the Annexation Area currently do not have trash collection services. If trash and recycling services become available in the future, the Annexation Area will receive the same service as the residents of the Town.

NON-CAPITAL SERVICES

(Continued)

Street Lighting

The Annexation Area does not currently have any streetlights. The Town of Danville maintains some public streetlights within the corporate boundaries of the Town. The plan for the Annexation Area does not currently include the installation of streetlights. Therefore, there will be no additional costs to the Town for maintaining streetlights after the annexation is completed.

Governmental Administrative Services

The Town does not anticipate that the addition of the Annexation Area will result in a demand for Governmental Administrative Services that cannot be met by the existing staffing of the Town's offices and departments. The Town Administration currently includes a five (5) member Town Council, a Clerk-Treasurer and a Town Manager. All non-capital services of the administration of the Town will be made available in the Annexation Area on the date the annexation becomes effective and will be extended in a manner equivalent in standard and scope to the services provided to the other areas within the corporate boundaries of the Town.

CAPITAL IMPROVEMENTS

The Annexation Area was evaluated to determine the services and facilities required to provide the same type of service in the same manner as services that are currently provided within the existing Town's corporate limits.

The Town will provide the following capital services to the Annexation Area no later than three (3) years after the effective date of the annexation in the same manner as those capital services provided to areas within the Town regardless of topography, patterns of land use, and population density and in a manner consistent with federal, state, and local laws, procedures and planning criteria. It is currently assumed that the annexation will be effective as soon as practically possible, but no later than December 26, 2021.

Water Service

The Town owns and operates a Municipal Water Utility (the "Water Utility") and has the capacity and capability to serve the Annexation Area. For any additional connections, and to the extent necessary, all capital services of the Water Utility will be extended to the Annexation Area within three (3) years of the effective date of this annexation in the same manner as those services are provided to the areas inside the corporate limits of the Town and in a manner consistent with federal, state, and local laws, procedures, and planning criteria. All new connections are required to pay tap, connection, and availability fees to the Town. The current tap and connection fees for the Town's municipal water utility total \$2,400. The plan for the Annexation Area does not include the connection to water services at this time. However, if the plan changes, the homeowner will be responsible for costs associated with the connections.

CAPITAL IMPROVEMENTS

(Continued)

Wastewater Service

The Town owns and operates a Municipal Wastewater Utility (the "Wastewater Utility") and will provide wastewater service to the Annexation Area and has capacity and capability to serve the Annexation Area. For any additional connections, and to the extent necessary, all capital services of the Wastewater Utility will be extended to the Annexation Area within three (3) years of the effective date of this annexation in the same manner as those services are provided to the areas inside the corporate limits and in a manner consistent with federal, state, and local laws, procedures, and planning criteria. All new connections will be required to pay tap, connection and availability fees to the Town. The current tap and connection fees for the Town's municipal wastewater utility total \$2,500.

Storm Drainage

The Town is an MS4 (Municipal Separate Storm Sewer System). The current stormwater staff is sufficient to service the Annexation Area. There are no incremental costs anticipated to provide storm water management services to the Annexation Area. The Annexation Area will be subject to monthly stormwater fees currently charged by the Town.

Street Construction

The Annexation Area does not currently have any streets running through the property. The plan for the Annexation Area does not include the addition of any new streets. All capital services of the Street Department will be extended to the Annexation Area within three (3) years of the effective date of this annexation in the same manner as those services are provided to the areas inside the corporate limits and in a manner consistent with federal, state, and local laws, procedures, and planning criteria.

FISCAL IMPACT

As a result of this annexation, the assessed value for the Town will increase by \$503,300, initially. Property tax controls instituted by the 2002 Indiana General Assembly limit the Town to a property tax levy increase equal to the six-year average non-farm income (4.2% for 2021 budget year) annually for most funds. The net impact of increasing the Town's assessed value could result in additional property tax revenues to the Town, however our estimates of overall growth in the Town are shown as the tax rate reductions in this illustration.

It is assumed that the effective date of this annexation will be as soon as practically possible, but no later than December 26, 2021. Based on the assumed effective date, Annexation Area property owners will not pay property taxes to the Town until 2022 payable 2023. However, the Town will begin providing non-capital municipal service to the property owners within one (1) year after the effective date of the annexation, and it will begin providing capital municipal services to the property owners within three (3) years after the effective date of this annexation.

The Town of Danville currently has \$3,656 of over 65 circuit breaker tax credits and \$313,493 of 1%-3% circuit breaker tax credits for 2021. We are projecting a decrease in the Town's total tax rate of approximately \$0.0657, as a result of continued growth of the Town at the current rate of 6%. As a result of the tax rate deduction, the increase in net collections will exceed any additional circuit breaker tax credits. The enclosed illustration on page 12 shows that if the Town's current

rate of assessed value growth continues and the max levy is utilized, the tax rates will trend downward.

Center Township's current property tax rate of \$0.5851 / \$100 is for fire services provided to Township property outside of the corporate limits. Once the property is annexed, they will no longer pay this fire rate and will no longer be served by the Township for fire services. They will pay the Town rate to receive Town fire services. Therefore, after the initial annexation, the Township Tax Rate could increase by a fraction of a percent to \$0.5863 / \$100, other things being equal.

There should be no adverse impact on the other overlapping taxing units, as it is anticipated that growth in net assessed value will be equal to or exceed normal inflation in operating costs. Schools generate the majority of their operating funds from student population. And the County's AV remains intact with or without annexation.

APPENDIX I

Parcel Information

Legal Description

Summary of Estimated Additional Costs Due to Annexation

Estimated Assessed Value and Tax Rate Impact from Annexation

PARCEL INFORMATION

The Annexation Area consists of one parcel and one owner as shown below.

<u>Parcel ID</u>	<u>Owner</u>	<u>Net Assessed Value</u>	<u>Remonstrance Waiver</u>
32-11-01-300-012.000-002	Wayne L & B Jane Auger	\$ 503,300	Yes

LEGAL DESCRIPTION

A part of the Southwest quarter of Section 1, Township 15 North, Range 1 West, in Center Township, Hendricks County, Indiana, bounded and described as follows, to wit:

Beginning at a point on the West line of said quarter section 17 chains and 11.4 links South of the Northwest corner thereof; thence running East parallel with the North line of said quarter section, 16 rods; thence South parallel with the West line of said quarter section, 15 rods; thence West parallel with the North line of said quarter section, 16 rods to the West line of said quarter section; thence North on said West line 15 rods to the place of beginning, containing 1.5 acres, more or less.

EXCEPT: A strip of ground 5 rods in width off of the entire North side of the following described real estate. Containing in the part herein, described .50 acre, more or less.

Subject to any and all easements, agreements and restrictions of record. The address of such real estate is commonly known as 187 North County Road 200 East, Danville, IN 46122.

SUMMARY OF ESTIMATED ADDITIONAL COSTS DUE TO ANNEXATION

The Town does not anticipate any incremental operating costs to provide comparable services to the Annexation Area as already provided to the existing residents of the Town.

ESTIMATED ASSESSED VALUE AND TAX RATE IMPACT FROM ANNEXATION

Town of Danville

Estimated Assessed Value and Tax Rate Impact from Annexation
(Assumes first year tax collection from Annexation Area is 2022 payable in 2023)

Assessment Year	Estimated Net Assessed Value Annexation Area	Estimated Town Net Assessed Value	Total Net Assessed Value	Town Levy	CCD Levy	Total Town Levy	Estimated Corporate Tax Rate	Estimated CCD Tax Rate	Estimated Total Corporate Tax Rate
	(1)	(2)	(3)	(4)	(5)		(6)	(5)	(7)
2020 Pay 2021	\$ -	\$ 494,860,711	\$ 494,860,711	\$ 2,954,813	\$ 247,430	\$ 3,202,243	\$ 0.5971	\$ 0.0500	\$ 0.6471
2021 Pay 2022	\$ -	\$ 524,552,354	\$ 524,552,354	\$ 3,043,457	\$ 262,276	\$ 3,305,734	\$ 0.5802	\$ 0.0500	\$ 0.6302
2022 Pay 2023	\$ 503,300	\$ 556,528,795	\$ 557,032,095	\$ 3,134,761	\$ 278,516	\$ 3,413,277	\$ 0.5628	\$ 0.0500	\$ 0.6128
2023 Pay 2024	\$ -	\$ 589,920,523	\$ 590,423,823	\$ 3,228,804	\$ 295,212	\$ 3,524,016	\$ 0.5469	\$ 0.0500	\$ 0.5969
2024 Pay 2025	\$ -	\$ 625,315,754	\$ 625,819,054	\$ 3,325,668	\$ 312,910	\$ 3,638,578	\$ 0.5314	\$ 0.0500	\$ 0.5814

- (1) We added the existing assessed value of the Annexation Area in Pay 2023.
- (2) Annual growth rate of 6% for the existing assessed value of the Town.
- (3) Represents estimated net assessed value of the Town including development in the Annexation Area. Used to calculate estimated tax rates.
- (4) Assumes that controlled property tax levy increases to an annual factor of 3.0%. This is the basis for the allowed increases to the controlled property fund levy which includes General and Park Funds.
- (5) Cumulative fund levies are not subject to levy control. Amount represents current tax rate of \$0.0500 times the estimated assessed value of the Town including increases in the Annexed Area. The maximum allowed rate for the CCD fund by statute is \$0.05 and the rate can be maintained at this level by annual action of the Town Council. It is assumed that the Town Council will continue to re-establish the fund annually and maintain the same rate as in 2022.
- (6) Represents the tax rate which produces the Town Levy with an estimate tax base shown under Total Net Assessed Value.
- (7) Total of Town tax rate which includes the General Fund, Parks, Debt Service and CCD. Illustration demonstrates that the Corporate tax rate will decrease compared to the current rates with growth in the Town's current area.

ORDINANCE NO. 32-2021

**AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF DANVILLE, INDIANA,
ANNEXING TERRITORY TO THE TOWN OF DANVILLE,
PLACING THE SAME WITHIN THE CORPORATION BOUNDARIES THEREOF
AND MAKING THE SAME A PART OF THE TOWN OF DANVILLE**

**WAYNE L. & B. JANE AUGER
SUPER-VOLUNTARY ANNEXATION**

WHEREAS, the Town Council ("Council") of the Town of Danville, Indiana ("Town" or "Danville") has received a petition ("Petition") requesting that certain territory generally located in part of the Southwest Quarter of Section 1, Township 15 North, Range 1 West, Center Township, Hendricks County, Indiana, as hereinafter described ("Annexation Territory"), be annexed by Danville; and

WHEREAS, this Petition has been signed by all (i.e. 100%) of the property owners within the Annexation Territory; and

WHEREAS, the Council deems it desirable and in the best interests of the Town to annex the Annexation Territory; and

WHEREAS, this Annexation Territory is more commonly known as 187 North County Road 200 East, and is fully described in the attached legal description (Exhibit A) and illustrated on the attached map (Exhibit B); and

WHEREAS, where the legal description attached as Exhibit A describes land this is contiguous to a public right-of-way that has not previously been annexed, the Annexation Territory shall include the contiguous public right-of-way even if it is not described in Exhibit A, except to the extent prohibited by I.C. § 36-4-3-1.5(c); and

WHEREAS, where the parcel of property within the Annexation Territory is adjacent to a parcel of property within the existing Town limits, the Annexation Territory boundary shall conform to and match the boundary of the existing Town limits so long as it does not result in adding or removing parcels of property from the Annexation Territory depicted in Exhibit A; and

WHEREAS, the Annexation Territory consists of approximately 1.0 acre, and is contiguous to the existing Town limits; and

WHEREAS, prior to adoption of this Ordinance, the Council, by resolution, will have adopted a written fiscal plan and definite policy for the provision of services of both a non-capital and capital nature to the Annexation Territory that meets the requirements of I.C. § 36-4-3; and

WHEREAS, the terms and conditions of this annexation, including the written fiscal plan, are fairly calculated to make the annexation fair and equitable to property owners and residents of the Annexation Territory and of the Town; and

WHEREAS, prior to the final adoption of this Ordinance, the Town will have conducted a public hearing pursuant to proper notice issued as required by law; and

WHEREAS, the Council finds that the Annexation pursuant to the terms of this Ordinance is fair and equitable and should be accomplished.

NOW THEREFORE, BE IT ORDAINED by the Town Council of the Town of Danville, Indiana, as follows:

1. The above recitals including Exhibit A are incorporated herein by this reference as though fully set forth herein below.
2. In accordance with I.C. § 36-4-3-5.1 and other applicable laws, the Annexation Territory is hereby annexed to the Town and thereby included within its corporate boundaries pursuant to the terms of this Ordinance.
3. The Annexation Territory is assigned to Council District (Ward) No. 3.
4. All prior Ordinances or parts thereof that may be inconsistent with any provision of this Ordinance are hereby superseded. The paragraphs, sentences, words, and Annexation Territory of this Ordinance are separable, and if a court of competent jurisdiction hereof declares any portion of the Ordinance or the Annexation Territory unconstitutional, invalid, or unenforceable for any reason, such declaration shall not affect the remaining portions of the Annexation Territory or this Ordinance.
5. The effective date of this annexation shall be as soon as allowed by law following its adoption, execution, and publication as required by law.

Introduced on October 20, 2021 and adopted by the Town Council of the Town of Danville, Indiana, on November 17, 2020.

THE TOWN COUNCIL OF THE TOWN OF
DANVILLE, INDIANA

Tom Pado

Chris Gearld

Nancy Leavitt

Greg VanLaere

David Winters

ATTEST:

Jennifer I. Percy, Clerk-Treasurer

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law."

Jennifer I. Percy
Document prepared by: Jennifer I. Percy

Exhibit A

02-2-01*51W 300-005

23116
WARRANTY DEED

RECEIVED
OCT 08 2021
BY:

THIS INDENTURE WITNESSETH, that Thelma B. Stephenson (Grantor) of Hendricks County, in the State of Indiana, CONVEYS AND WARRANTS to Wayne L. Auger and B. Jane Auger, husband and wife (Grantee) of Hendricks County, in the State of Indiana, for the sum of Ten and no/100 Dollars (\$10.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following described real estate in Hendricks County, State of Indiana:

A part of the Southwest quarter of Section 1, Township 15 North, Range 1 West, in Center Township, Hendricks County, Indiana, bounded and described as follows, to-wit:

Beginning at a point on the West line of said quarter section 17 chains and 11.4 links South of the Northwest corner thereof; thence running East parallel with the North line of said quarter section, 16 rods; thence South parallel with the West line of said quarter section, 15 rods; thence West parallel with the North line of said quarter section, 16 rods to the West line of said quarter section; thence North on said West line 15 rods to the place of beginning, containing 1.5 acres, more or less.

EXCEPT: A strip of ground 5 rods in width off of the entire North side of the following described real estate. Containing in the part herein, described .50 acre, more or less.

Subject to any and all easements, agreements and restrictions of record. The address of such real estate is commonly known as 187 North County Road 200 East, Danville, IN 46122. Tax bills should be sent to Grantee at such address unless otherwise indicated below.

IN WITNESS WHEREOF, Grantor has executed this deed this 22nd day of November, 19 94.

Grantor:

Signature: Thelma B. Stephenson

Printed: Thelma B. Stephenson

DULY ENTERED FOR TAXATION

NOV 30 1994

May Gene Russell
AUDITOR HENDRICKS COUNTY

STATE OF INDIANA

COUNTY OF HENDRICKS

Before me, a Notary Public in and for said County and State, personally appeared Thelma B. Stephenson who acknowledged the execution of the foregoing Warranty Deed, an who, having been duly sworn, state that any representations therein contained are true.

Witness my hand and Notarial Seal this 22nd day of November, 19 94.

My Commission Expires:

Signature: Kelli D. Snider

4-24-95

Printed: Kelli D. Snider, Notary Public

Resident of Hendricks County

This instrument prepared by: Jennifer E. Jones, Attorney at Law
52 South Jefferson Street
Post Office Box 6
Danville, IN 46122
(317) 745-8500

ENTERED FOR RECORD

NOV 30 1994

BOOK 338
At 8:00
PAGE 445
Judy Bransley
HENDRICKS COUNTY RECORDER

Return deed to: _____

Send tax bills to: 187 N. 200 E. Danville, IN 46122

Grantee's Address: 187 N. 200 E. Danville, IN 46122

BOOK 338 PAGE 445

Wayne L. & B. Jane Auger Super-Voluntary Annexation

Exhibit B



ORDINANCE NO. 33 - 2021

AN ORDINANCE AMENDING PARKING SCHEDULE IV (DOWNTOWN REGULATIONS) OF CHAPTER 74 OF THE TOWN OF DANVILLE, INDIANA CODE OF ORDINANCES

WHEREAS, pursuant to Ind. Code § 9-21-1-2 and Ind. Code § 9-21-1-3, the Town of Danville ("Town") has the authority to adopt ordinances regulating vehicle parking on highways under its jurisdiction;

WHEREAS, Chapter 74, Parking Schedule VI of the Danville, Indiana Code of Ordinances ("Code") establishes various parking regulations within the Town's downtown district, including the establishment of parking spaces;

WHEREAS, the Town desires to revise the parking regulations near the intersection of Indiana Street and Marion Street;

WHEREAS, it is in the best interest of safety and efficiency to amend Chapter 74, Parking Schedule VI to reflect a revised parking space area near the intersection of Indiana Street and Marion Street.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF DANVILLE, INDIANA, THAT:

- (1) The above recitals are incorporated herein by reference.
- (2) Chapter 74, Parking Schedule VI of the Code (Handicapped Parking Spaces) is amended as follows:

<i>Street</i>	<i>Location</i>	<i>Special Provisions</i>	<i>Side(s)</i>	<i>Number of Spaces</i>
Indiana Street	First full space north of Marion Street		East	One
	First full space South of Marion Street		East	One
Marion Street	First full space East of Indiana Street		South	One

(3) Prior Ordinances and provisions of the Danville, Indiana Code of Ordinances are repealed only to the extent inconsistent with the terms of this Ordinance. Provisions consistent with this Ordinance and not repealed remain in full force and effect.

(4) This Ordinance shall take effect upon adoption and publication in accordance with Indiana law.

ADOPTED by the Town Council of the Town of Danville, Indiana, on this _____ day of _____, 2021.

DANVILLE TOWN COUNCIL

FOR:

AGAINST:

_____	Chris Gearld	_____
_____	Nancy Leavitt	_____
_____	Tom Pado	_____
_____	Greg Vanlaere	_____
_____	David Winters	_____

ATTEST:

Jennifer I. Percy, Clerk-Treasurer

SAMPLE LETTER OF INTENT TO APPLY Indiana Main Street (IMS) Program

The city/town of Danville, Indiana intends to complete and submit an application to participate in the Indiana Main Street program during the November 2021 – February 2022 application window. We understand the eligibility requirements and are prepared to meet all financial and time expectations if selected to participate in this program.

Representatives from Downtown Danville Partnership contacted the appropriate OCRA Community Liaison and have received a Main Street 101 prior to submitting this letter.

We understand that this letter in no way binds us to applying. However, a group of citizens are currently working toward completion of the requirements for the OCRA's Downtown Affiliate Network application.

If, for any reason, we are unable to complete the application, we will notify our OCRA Community Liaison and Indiana Main Street Program Managers to explain the situation. We understand the application is due on the Indiana Grants Management System no later than 4:00 p.m., February 10, 2022.

Until then, if we have any questions, we will call on our OCRA Community Liaison.

To create an account on the Indiana Grants Management System, OCRA should utilize the following information. This point person is responsible for organizing the IMS application.

First Name: Anne
Last Name: Johansson
Title: Executive Director
Email: anne@discoverdowntowndanville.org
Phone: 317.374.6331

Sincerely,
Anne Johansson, Executive Director
Downtown Danville Partnership
317.779.5161 | anne@discoverdowntowndanville.org

Signature of Town Council President

Date

Signature of Main Street Representative, title

Date



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N756 - Local Programs
Indianapolis, Indiana 46204

PHONE: (317) 233-3680
FAX: (317) 234-8365

Eric Holcomb, Governor
Joe McGuinness, Commissioner

November 03, 2021

Town of Danville
Tom Pado
49 N. Wayne Street
Danville, IN 46122

RE: Community Crossing Matching Grant Fund 2021-2 Award Letter

Dear Tom Pado:

The Indiana Department of Transportation (INDOT) has completed the review and selection of projects for funding in the 2021-2 Community Crossings Matching Grant Fund Program. Your community has preliminarily been awarded Community Crossings Matching Grant Funds based upon your estimates the following:

Application ID	Preliminary Awarded Amount	Location Priority
11149	\$271,424.24	2, 7
TOTAL	\$271,424.24	

Preliminary award amounts are contingent upon the following:

- INDOT must receive a copy of the fully-executed contract with a contractor or material supplier.
- Contractor/material supply contracts must be submitted no later than four (4) months from the date of this award letter. Failure to meet this date will result in the forfeiture of your funds.
- Local Public Agency (LPA) must sign and return the LPA-INDOT Grant Agreement no later than two (2) months from the date of this award letter. Signatures cannot be over 30 days old once it reaches the INDOT LPA/MPO Division Office located in Indianapolis. Failure to meet this will result in forfeiture of your funds.
- Once all documentation listed above is received, reviewed, and contracts fully executed INDOT will transfer the agreed upon contract amount into your account.

The Community Crossings Matching Grant Funds, which are administered by INDOT, will be used for funding up to 75 percent of the construction of your project or the purchase of materials. These grant dollars will enable you to help build and improve Indiana's infrastructure.

If you have any questions, please contact Susie Kemp, (765) 361-5228 or skemp@indot.in.gov.

The state of Indiana looks forward to partnering with all Hoosier communities, both urban and rural, to invest in road and bridge infrastructure projects. Improvement to local roads and bridges will bring about economic development, create jobs, and strengthen local transportation networks for all of Indiana.

Sincerely,

Director of Local Programs
Indiana Department of Transportation

**INTERLOCAL AGREEMENT BETWEEN THE TOWN OF DANVILLE,
INDIANA AND THE DANVILLE COMMUNITY SCHOOL CORPORATION
FOR THE PURCHASE, INSTALLATION, AND MAINTENANCE OF
RECTANGULAR RAPID FLASHING BEACON CROSS-WALK SAFETY
SYSTEMS**

WHEREAS, the Town of Danville, Indiana, by and through its Department of Public Works ("Town"), and the Danville Community School Corporation, by and through its Board of Directors ("School"), collectively hereinafter the Parties, are Indiana political subdivisions, as defined in Ind. Code § 36-1-2-13;

WHEREAS, Ind. Code § 36-1-7 *et seq.* provides that governmental entities may enter into interlocal agreements to exercise authorized powers; and

WHEREAS, in the interests of the health, welfare, and safety of the citizens of the Town and its children that attend the School, the Parties intend to jointly purchase, install, and maintain Rectangular Rapid Flashing Beacon Cross-Walk Safety Systems ("Cross-Walk Safety System") to alert motorists that pedestrians intend to cross a roadway and that motorists must yield the right-of-way to pedestrian traffic; and

WHEREAS, the Parties now desire to enter into this Interlocal Agreement ("Agreement") to govern the purchase, installation and maintenance of the Cross-Walk System.

NOW, THEREFORE, the Parties hereby agree as follows:

1. **Authority.** This Agreement is entered into under Ind. Code § 36-1-7 *et seq.*
2. **Purpose.** The purpose of this Agreement is for Parties to advance their mutual interest in and concern for the health, welfare, and safety of pedestrians, including school aged children, that utilize the cross-walks located on Mackey Road at West Mill Street, West Lincoln Street between Clear Creek Drive, Paddlebrook Drive, and on Lincoln at Warrior Way, with all intersections being located within the Town.
3. **Ownership of the Cross-Walk Safety System.** The Cross-Walk Safety System shall be jointly owned by both Parties throughout the life-span of the equipment.

4. Duties of the Parties. The duties of each party shall be as follows:

a. **Danville Community School Corporation ("School").** The School hereby agrees and shall provide exactly fifty percent (50%) of all financial obligations pertaining to the purchase, installation, and maintenance of the Cross-Walk Safety System. The School shall become the primary party responsible for ensuring that the Cross-Walk Safety System remains in good working order through frequent observations of equipment. These observations may be conducted by visual verification that equipment is operating as designed and periodic through inspection that equipment is intact. The School shall immediately notify the Town, in writing via email, pursuant to Section 14 of this Agreement, upon notification or observation of any defects or damages with, or to, the Cross-Walk Safety System in order to expedite any necessary repair.

b. **Town of Danville, Indiana ("Town").** After compliance with the applicable provisions set forth in Ind. Code § 36-1-7-12, the Town hereby agrees and shall provide exactly fifty percent (50%) of all financial obligations pertaining to the purchase, installation, and maintenance of the Cross-Walk Safety System. The Town further agrees to install the Cross-Walk Safety System at all locations shown and depicted upon Exhibit A, which is hereby attached and incorporated herein. The Town shall complete semi-annual inspections of the Cross-Walk Safety System to ensure proper operation, and shall ensure all employees or agents thereof will receive all necessary training required to install and maintain the Cross-Walk Safety System. Upon being made aware of any defects or damages to the Cross-Walk Safety System, within twenty-four (24) hours of receiving such notice, in writing, to the email addresses set forth in Section 14 below, the Town shall respond, diagnose, and establish a remedy to return the Cross-Walk Safety System to proper operation.

5. Financial Payments. The Parties agree and understand the Cross Walk Safety System will not be purchased by the Town until and unless all funds are received from the School. All financial obligations incurred by the Parties that pertain to the Cross-Walk Safety System shall be remitted from the Town, by and through the Town's Clerk Treasurer. Any invoices originating from the Cross-Walk Safety System manufacturer(s) shall be remitted to the Town at **1010 East Broadway Street, Danville, IN 46122**. After receipt of any invoice, the Town shall submit the aforementioned referenced invoices to the School for reimbursement as agreed upon in Section 4(a) of this Agreement, minus the Town's agreed upon contribution as set forth above in Section 4(b) of this Agreement.

6. Use of Cross-Walk Safety System. As the Parties are political subdivisions under Indiana law, the use of the Cross-Walk Safety System will be considered a public use. The Parties hereby agree that all pedestrians wishing to utilize the Cross-Walk Safety System will have unlimited and full access to it at all times the Cross-Walk Safety System is in operation.

7. Duration. This Agreement shall be effective upon execution by both Parties, and shall bind the Town and the School unless and until termination occurs pursuant to Section 9 of this Agreement.

8. Administration. As this Agreement is entered into between two Indiana governmental entities that desire to buy equipment and supplies between themselves, this Agreement is governed by Ind. Code § 36-1-7-12. No separate legal entity or joint board is required under Ind. Code § 36-1-7-3 as the Town Clerk-Treasurer is responsible for receiving, disbursing, and accounting for monies involved in this Agreement, and provisions set forth in Ind. Code § 36-1-7-6 do not apply.

9. Termination. This Agreement may only be terminated upon the occurrence of the following: (a) Improvements made to roadways negating the use of the Cross-Walk Safety System; (b) both Parties, by and through their respective entities, agree that the system is no longer of use; (c) another agreement is established rendering this Agreement null and void; or (d) one party, by and through its governing body, chooses to withdraw from the Agreement. Upon occurrence of any of the foregoing, the party wishing to terminate this Agreement must provide thirty (30) days written notice to the other party of their intent to terminate this Agreement, and such notice must be provided as set forth in Section 14 below. If this Agreement is terminated pursuant to this Section, existing Cross-Walk Safety Systems shall be liquidated. Any funds acquired from the liquidation shall be disbursed as follows:

- in the case of termination under Section 9(a) or 9(b), the funds shall be equally split between the Parties;
- in the case of termination under Section 9(c), the funds shall be distributed according to the terms of the subsequent agreement; and
- in the case of termination under Section 9(d), the funds acquired shall remain with the party not wishing to withdraw from this Agreement.

10. Dispute Resolution. If either party disagrees with decisions pertaining to the financial obligations, methods of continuing maintenance, or any other aspect that arises with respect to the duties of the Parties as it relates to the Cross-Walk Safety System or this Agreement; the Parties may pursue mediation to resolve such disputes. Any such mediation pursued by the Parties under this section shall be governed by the Indiana Court Rules for Alternative Dispute Resolution.

11. Counterparts. This Agreement may be executed in counterparts, each of which when so executed shall be deemed to be an original, and such counterparts, together, shall constitute but one and the same instrument, which shall be sufficiently evidenced by any such original counterpart.

12. Modification. This Agreement shall not be modified except by a written instrument executed by the Town and the School.

13. Entire Agreement. This Agreement contains the complete and entire agreement between the Town and the School regarding the subject matter hereof. There are no oral promises, conditions, representations, understandings, interpretations or terms of any kind as conditions or inducements to the execution hereof or in effect between the Town and the School.

14. Notices. Any notice required to be sent pursuant to this Agreement shall be in writing and shall be sent to either the Town or the School at the addresses listed below, or such other address as either party may designate in writing to the other party. With regard to any notice required under Section 4, either Party may issue notice via email to the email addresses set forth herein:

Town of Danville

Danville Town Manager
Town of Danville, Indiana
49 N. Wayne Street
Danville, IN 46122
mmorgan@danvilleindiana.org

and

Danville Public Works Superintendent
Town of Danville, Dept. of Public Works
1010 E. Broadway St.
Danville, IN 46122
apitcher@danvilleindiana.org

With a copy to: Chou-il Lee
 Taft Stettinius & Hollister LLP
 1 Indiana Square, Suite 3500
 Indianapolis, IN 46204
clee@taftlaw.com

Danville Community School Corporation

Danville Community School Corporation
 200 Warrior Way
 Danville, IN 46122

15. Governing Law. This Agreement shall be governed, construed, and enforced in accordance with the laws of the State of Indiana. Venue shall be proper in Hendricks County, Indiana or the United States District Court for the Southern District of Indiana.

16. Severability. The invalidity of any section, subsection, clause or provision of this Agreement shall not affect the validity of the remaining sections, subsections, clauses or provisions of this Agreement.

Town of Danville, Indiana

Danville Community School Corporation

By: _____
 Printed Name: _____
 Title: _____
 Date: _____

By: _____
 Printed Name: _____
 Title: _____
 Date: _____

Town of Danville Town Council

Danville Community School Corporation

 Tom Pado Date

 Chris Gearld Date

 Nancy Leavitt Date

 Cory Mason Date

 Tim McRoberts Date

 Beth Cherry Date

Greg VanLaere Date

Cory Himsel Date

David Winters Date

Christina Ward Date

REQUESTING DEPARTMENT: Public Works

FUNCTION OR NEED OF REQUESTED PURCHASE:

In 2020, the Town of Danville contracted with Calumet Civil Contractors to resurface S. CR150E. Per the agreement, the Town withheld \$15,000.00, pending a satisfactory inspection of work completed. During inspection in the spring of 2021, it was discovered there was failing pavement due to work Calumet completed, as well as areas where problems were not discovered prior to the project. DPW is requesting funding from DPW accounts to fulfill the Town's final financial obligation for the project of resurfacing S. CR150E.

FINANCIAL ANALYSIS:

COST PER ITEM	\$	39,616.72
# OF ITEMS REQUESTED		1
TOTAL AMOUNT REQUESTED	\$	39,616.72

PURPOSE OF REQUEST NEW / REPLACEMENT

REVENUE IMPACTS:

IS THIS A REVENUE PRODUCING ITEM? Yes / No

IF YES, AVERAGE EXPECTED ANNUAL CHANGE n/a

COST IMPACTS (ADDITIONAL STAFF, INSURANCE, FEES, CONTRACTS):

n/a

OTHER CONSIDERATIONS:

IS RENOVATION REQUIRED Yes / No
 IS ADDITIONAL SPACE NEEDED Yes / No
 EXPECTED LIFE 20 YEARS

Replacement of OLD

FUND/APPROPRIATION REQUESTED TO EXPENSE FROM:

	AMOUNT
HOST (709)	
RAINY DAY (510)	
EDIT (102)	
GENERAL ()	
OTHER (<i>MVH Paving Expenses</i>)	\$ 39,616.72

HAVE YOU EXPENDED ALL OF YOUR DONATION, GRANT AND/OR APPROPRIATIONS FOR THIS FUNDING FIRST: Yes / No

IMPORTANT:
 All requests must be submitted to the Town Manager and Clerk-Treasurer at least 7 days prior to the next Council meeting to be included on the agenda for Council consideration.

Budget Review Recommendation:
 Town Manager & Clerk-Treasurer Approve, Disapprove, Further Review
 Comments:

James Peary

Mark R. Wang

COUNCIL NOTES:

REQUESTED BY: Andrew Pitcher

DATE 11/8/2021

Calumet Civil Contractors Inc

4898 Fieldstone Drive
Whitestown, IN 46075

Phone: (317) 769-1900
Fax: (317) 769-7424

**Invoice**

Invoice Number	1169
Invoice Date	10/31/2021

Bill To: TOWN OF DANVILLE**Re:** CR 150 East Main.-Danville
Various Locations along CR 150

Danville

Our Job No	Customer Job No	Customer PO	Payment Terms	Est. Date
20050			Net 30 Days	11/30/2021
Description				Price

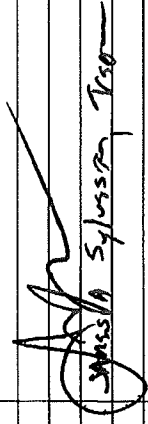
DRAW #2 - FINAL
PER THE ATTACHED DETAIL

39,616.72

Gross \$	39,616.72
Retainage \$	<u>0.00</u>
Net \$	39,616.72

Thank you for your business!

Calumet Civil Contractors, Inc.		Draw #2	Thru	10/31/2021										
CR 150 East Maint. - Danville		Draw #2	Thru	10/31/2021										
CCC Job # 20050		Draw #2	Thru	10/31/2021										
Item #	Item Description	U/M	U/P	Bid Qty	CO QTY	Rev. Qty	Prior Qty	Current Qty	Current Amt	To Date Qty	To Date Amt			
1	Mobilization and Demobilization	LS	26,076.25	1.00		1.00	1.00		-	1.00	26,076.25			
2	Milling, Asphalt 2" & 3"	SYD	3.25	15,615.00	1,076.00	16,691.00	16,691.00		-	16,691.00	54,245.75			
3	HMA, 2, 64, Surface, 9.5 mm, Type B	TON	70.00	1,720.00	58.76	1,778.76	1,778.76		-	1,778.76	124,513.20			
4	Asphalt for Tack Coat	TON	900.00	5.00	0.87	5.87	5.87		-	5.87	5,283.00			
5	Driveway Transitions	EACH	200.00	12.00		12.00	12.00		-	12.00	2,400.00			
6	HMA, Type B Full Depth Patching	TON	135.00	500.00	8.86	508.86	508.86		-	508.86	68,696.10			
7	Joint Adhesive, Surface	LFT	0.37	6,800.00		6,800.00	6,800.00		-	6,800.00	2,516.00			
8	Liquid Asphalt Sealant	LFT	0.18	6,800.00		6,800.00	6,800.00		-	6,800.00	1,224.00			
9	Cracks in Asphalt Pavement, Fill w/ PG 64-22	TON	5,500.00	1.00		1.00	1.00		-	1.00	5,500.00			
10	Reclean Milled Surface	LS	3,500.00	1.00		1.00	1.00		-	1.00	3,500.00			
11	Traffic Control	LS	7,500.00	1.00		1.00	1.00		-	1.00	7,500.00			
12	Line, Thermoplastic, Solid, White, 4 IN	LFT	0.50	12,550.00	(12,550.00)	-	-		-	-	-			
13	Line, Thermoplastic, Solid, Yellow, 4 IN	LFT	0.50	12,550.00	(12,550.00)	-	-		-	-	-			
14	Subgrade Treatment Type ID	SYD	45.00	913.00	(913.00)	-	-		-	-	-			
15	chang order remedy work	LS	24,544.00		1.00	1.00		1.00	24,544.00	1.00	24,544.00	24,544.00		
						Subtotal			24,544.00		325,996.30			
						pay retainage			15,072.72		-			
						less		prev. pymt			286,381.58			
						Due			39,616.72		39,616.72			



 Jessica Sylvestre Trso



Calumet Civil Contractors, Inc.

4888 Fieldstone Drive
Whitestown, IN 46075
317.769.1900
317.769.7424 FAX
www.calumetcivil.com

November 5, 2021

PROJECT: CR 150 Danville

REQUEST FOR Change Order #1

Description: Remedy Work

Description	Cost
Additional Patching	\$27,675.00
Additional Surface	\$3,150.00
Surface Overrun Deduct	-\$5,133.00
Driveway Deduct	-\$1,148.00
Total Cost:	\$24,544.00

Total Cost of this Change Request: \$24,544.00

Respectfully submitted,

CALUMET CIVIL CONTRACTORS, INC.

Shelbi Miller

Shelbi Miller
Ph: (317) 362-1763

AFFIDAVIT AND WAIVER OF LIEN

(x) FINAL () PARTIAL () PAYMENT TO FOLLOW

STATE OF INDIANA)
)SS:
COUNTY OF BOONE)

James A. Sylvester being duly sworn states that he is the Treasurer of Calumet Civil Contractors Inc. having contracted with The Town of Danville to furnish certain materials, and/or labor as follows: Asphalt Paving, and related items for a project known as CR 150 E Maintenance in Hendricks County, Indiana and owned by The Town of Danville, Indiana, and does hereby further state on behalf of the aforementioned Subcontractor/Supplier:

(FINAL WAIVER) that the balance due from the owner is the sum of Thirty-nine Thousand Six Hundred Sixteen and 72/100 Dollars, (\$39,616.72)

- () receipt of which is hereby acknowledged or
(x) the payment of which is has been promised as the sole consideration for this Affidavit and Partial Waiver of Lien which is given to and for said amount, effective upon receipt of such payment;

THEREFORE, the undersigned waives and releases unto the owner of said premises, any and all lien or claim whatsoever on the above described property and improvements thereon on account of Labor or Material or both, furnished by the undersigned thereto, and further certifies that no other party has any claim or right to a lien on account of any work performed or material furnished to the undersigned for said project, and within the scope of this affidavit and waiver.

Calumet Civil Contractors, Inc. By James A. Sylvester, Treasurer

WITNESS MY HAND AND NOTARIAL SEAL, this 8th day of November 2021

My Commission Expires: 9-5-2025

Residing in Marion County



REQUESTING DEPARTMENT: Public Works

FUNCTION OR NEED OF REQUESTED PURCHASE:

DPW paints curbs throughout the town, indicating specialized parking zones. The current paint sprayer is not able to spray the thermo-plastic paint without dilution. When diluted to move through the paint sprayer, the lifespan of this paint is cut substantially. I am requesting to purchase a new paint sprayer to be used for painting not only curbs, but other pavement markings as well. In addition to the sprayer, I am also requesting to purchase a self-propelled unit, enabling crew members to expedite painting and moving the painting to a single crew member operation.

FINANCIAL ANALYSIS:

COST PER ITEM	\$ 17,149.32
# OF ITEMS REQUESTED	1
TOTAL AMOUNT REQUESTED	\$ 17,149.32

PURPOSE OF REQUEST NEW / REPLACEMENT

REVENUE IMPACTS:

IS THIS A REVENUE PRODUCING ITEM? Yes / No

IF YES, AVERAGE EXPECTED ANNUAL CHANGE N/A

COST IMPACTS (ADDITIONAL STAFF, INSURANCE, FEES, CONTRACTS):

n/a

OTHER CONSIDERATIONS:

IS RENOVATION REQUIRED Yes / No
 IS ADDITIONAL SPACE NEEDED Yes / No
 EXPECTED LIFE 15 YEARS

Replacement of OLD

FUND/APPROPRIATION REQUESTED TO EXPENSE FROM:

	AMOUNT
HOST (709)	
RAINY DAY (510)	
EDIT (102)	
GENERAL ()	
MVH New Equipment 708-500-420	\$ 17,149.32

HAVE YOU EXPENDED ALL OF YOUR DONATION, GRANT AND/OR APPROPRIATIONS FOR THIS FUNDING FIRST: Yes / No

IMPORTANT:
All requests must be submitted to the Town Manager and Clerk-Treasurer at least 7 days prior to the next Council meeting to be included on the agenda for Council consideration.

Budget Review Recommendation: Town Manager & Clerk-Treasurer Approve, Disapprove, Further Review Comments:

Gregory J. Peary
Mark R. May

COUNCIL NOTES:

REQUESTED BY: Andrew Pitcher

DATE 11/9/2021



1010 EAST SUMNER AVENUE
 INDIANAPOLIS, IN 46227
 Phone: 317-780-1310

Remit To:

SEALMASTER
 1010 EAST SUMNER AVENUE
 INDIANAPOLIS, IN 46227

EQUIPMENT SALE QUOTE

Customer: 403
 TOWN OF DANVILLE
 49 N. WAYNE STREET
 DANVILLE, IN 46122

Job Site:
 SHOP
 1010 E BROADWAY
 DANVILLE, IN 46122
 Job Tel#: 317-745-4180

Invoice #... 502352
 Invoice date 9/22/21
 Quote date.. 12/09/21 20:07
 Quote date.. 12/09/21 20:07
 Job Loc..... 1010 E BROADWAY, DANVILLE
 Job No..... 1 - SHOP
 P.O. #..... QUOTE FOR ANDY P
 Ordered By.. PITCHER, ANDY
 Terms..... Net 30 Days
 Sales Rep: DAVE PARAMSKI
 Written by.. DAVE PARAMSKI

Qty	Equipment #		Price	Amount
1	2454	CC: 120-0042	9362.00	9362.00
	LINESTRIPER			
	Make: GRACO	Model: 5900 MECHANICAL	Serial #: B21B17H454002454	
1	09613	CC: 120-0041	7787.32	7787.32
	LINEDRIVER			
	Make: GRACO	Model: LINE DRIVER	Serial #: F21A262005009613	
	Line Driver HD 200cc			

Sub-total: 17149.32
 Exempt:
 Total: 17149.32

WWW.SEALMASTER.NET

WWW.JBEQUIP.NET

- The total charges are an estimate based on the estimated rental period and other information provided by Customer.
- Customer assumes all risks associated with the equipment during the rental period, including injury and damage to persons, property and the equipment.
- Customer is responsible for and shall only permit properly trained and authorized individuals to use the equipment.
- If the equipment does not operate properly, is not suitable for customers intended use, does not have operating and safety instructions or customer has any questions regarding use of the equipment, customer shall not use the equipment and shall contact SealMaster immediately.
- Equipment misuse or using damaged or malfunctioning equipment may result in serious bodily injury or death and customer agrees that customer or its agents assume all risk associated thereunder, and indemnifies SealMaster/Bernath LLC/Bernath Transportation and all entities for all claims or damages as a result of misuse or use of damaged or malfunctioning equipment.
- Customer must contact SealMaster to request pickup of equipment, customer is responsible for equipment until actually retrieved by SealMaster.
- A signature indicates customer agrees with all contractual obligations on the back side of this contract.

CUSTOMER SIGNATURE _____ DATE _____ NAME PRINTED _____ DATE _____ DELIVERED BY _____ DATE _____

REQUESTING DEPARTMENT: Water

FUNCTION OR NEED OF REQUESTED PURCHASE:

12 inch Water Main Extension from the Bevy subdivison going east bound to the intersection of 200 East and 10th st. For furture expansion and looping. With the possibility to serve 5 additional properties along 10th St.

IMPORTANT:
All requests must be submitted to the Town Manager and Clerk-Treasurer at least 7 days prior to the next Council meeting to be included on the agenda for Council consideration.

FINANCIAL ANALYSIS:

COST PER ITEM	
# OF ITEMS REQUESTED	
TOTAL AMOUNT REQUESTED	\$28,938.46

PURPOSE OF REQUEST main
Water Miam Extension

REVENUE IMPACTS:

IS THIS A REVENUE PRODUCING ITEM?

IF YES, AVERAGE EXPECTED ANNUAL CHANGE

Budget Review Recommendation: Town Manager & Clerk-Treasurer Approve, Disapprove, Further Review
Comments:

COST IMPACTS (ADDITIONAL STAFF, INSURANCE, FEES, CONTRACTS):

Pyatt Builders (The Bevy) has agreed to excavate and install to extend the 12 inch Water Main, providing the Town of Danville supplies all materials required. For Example-Pipe, vavles, and Hydrants etc.

Granger J. Pearcey
Mark R. Wray

IS RENOVATION REQUIRED Yes / No
IS ADDITIONAL SPACE NEEDED Yes / No
EXPECTED LIFE 100+ YEARS

FUND/APPROPRIATION REQUESTED TO EXPENSE FROM:

	AMOUNT
Materials/Supplies Projects	\$28,938.46 <i>JP</i>
Acc. 650-500-6201	

COUNCIL NOTES:

HAVE YOU EXPENDED ALL OF YOUR DONATION, GRANT AND/OR APPROPRIATIONS FOR THIS FUNDING FIRST: Yes / No

REQUESTED BY: Matt Ellison

DATE Nov 2nd

DANVILLE WATER DEPARTMENT
49 N. WAYNE STREET
DANVILLE, IN

TEAM EJP W. Indianapolis
8309 W. Washington St.
Indianapolis, IN

46122-0405

46231

Telephone: 317-247-0005

10/28/21 Bid ID: 5465084 THE BEVY

Page 2

Quantity	Sell Per	Description	Unit Price	Extended Price
		E THE DATE IT IS IMPLEMENTED. *****		
400	FT	12 FST DUCTILE PIPE PC350 ZINC	48.90	19,560.00
20	FT	6 FST DUCTILE PIPE PC350 ZINC	27.93	558.60
2	EA	12X6 MJ DI TEE CL ZINC	728.63	1,457.26
1	EA	12 MJ DI SOLID PLUG CL	255.94	255.94
2	EA	12 ALPHA RS VALVE OL	3,073.51	6,147.02
4	EA	12 MJ DI GRIP RING ACCESSORY PACK	203.45	813.80
2	EA	6 MJ DI GRIP RING ACCESSORY PACK	72.92	145.84

THANK YOU FOR THE OPPORTUNITY
TO QUOTE THIS PROJECT. ANY
QUESTIONS, PLEASE LET ME KNOW.

THANK YOU,
JOSH EBY

TEAM EJP - INDIANAPOLIS

O: 317.247.0005
F: 317.247.6518

Subtotal: 28,938.46
Tax: .00
Bid Total: 28,938.46

Traffic



TRAFFICENGINEERING.COM
BY CHET SKWARCAN

Traffic Engineering Study

STOP Control Analysis

**Lincoln Street at Kentucky Street
Danville, Indiana**

Submitted by:

**Chet M. Skwarcan, PE, President
Traffic Engineering, Inc.
1965 E. Main Street, Suite 555
Danville, Indiana 46122
October 25, 2021**

Certification

I certify this Traffic Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.



Chet M. Skwarcan, PE, President
Traffic Engineering, Inc.
10/25/2021



Table of Contents

<i>Executive Summary</i>	4
<i>Criteria for an All-Way STOP Control</i>	5
<i>All-Way STOP Control Analysis</i>	6
Existing Volumes (Unadjusted Volumes)	6
Existing Volumes plus Background (Factor of Five)	6
<i>Existing Traffic Data</i>	7
<i>Level of Service – Summary</i>	8
Lincoln Street at Kentucky Street - All-Way STOP Control.....	8
Lincoln Street at Kentucky Street - Two-Way STOP Control	8
<i>Level of Service – Analysis</i>	9

Criteria for an All-Way STOP Control

Lincoln Street at Kentucky Street

There are three criteria for evaluating an intersection before considering an All-Way STOP Control installation:

1) Placeholder for future control signals

This is not applicable for this intersection – traffic signals are not planned or warranted.

2) Five crashes within 12 months susceptible to correction by an All-Way Stop Control

Crash data was not collected as a part of this project due to this intersection presently operating as an All-Way STOP Control.

3) Minimum volumes to warrant an All-Way STOP Control:

1. Major street average volume of at least 300 vehicles per hour for any eight hours of an average day and minor street average volumes of at least 200 vehicles per hour for the same eight hours

There were no hours where the major street (Lincoln Street) exceeded 300 vehicles and no hours where the minor street (Kentucky Street) exceeded 200 vehicles – see following page.

An increase of 500% was conservatively applied to existing traffic volumes to account for future background growth. There were 14 hours where the major street (Lincoln Street) exceeded 300 vehicles and no hours where the minor street (Kentucky Street) exceeded 200 vehicles – see following page.

Neither scenario met the traffic volume threshold criteria; therefore, an All-Way STOP Control is not warranted for Lincoln Street at Kentucky Street.

2. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided above

This reduction is not applicable due to a posted speed of 30 mph.

All-Way STOP Control Analysis

Existing Volumes (Unadjusted Volumes)

There were no hours where the major street exceeded 300 vehicles and no hours where the minor street exceeded 200 vehicles:

All-Way STOP Control Analysis Lincoln Street at Kentucky Street September 23, 2021										
Time	Major-street (Lincoln Street)				Minor-street (Kentucky Street)			BOTH Major-street & Minor-street Thresholds Met	Total Vehicles	
	Eastbound	Westbound	Total	Threshold	Northbound	Southbound	Total			Threshold
				300 Vehicles						200 Vehicles
0 - 1	4	6	10	Unsatisfied	0	1	1	Unsatisfied	Unsatisfied	11
1 - 2	0	1	1	Unsatisfied	0	0	0	Unsatisfied	Unsatisfied	1
2 - 3	2	2	4	Unsatisfied	0	1	1	Unsatisfied	Unsatisfied	5
3 - 4	5	1	6	Unsatisfied	0	0	0	Unsatisfied	Unsatisfied	6
4 - 5	4	2	6	Unsatisfied	0	3	3	Unsatisfied	Unsatisfied	9
5 - 6	14	6	20	Unsatisfied	0	4	4	Unsatisfied	Unsatisfied	24
6 - 7	31	16	47	Unsatisfied	2	4	6	Unsatisfied	Unsatisfied	53
7 - 8	118	45	163	Unsatisfied	5	15	20	Unsatisfied	Unsatisfied	183
8 - 9	100	74	174	Unsatisfied	1	21	22	Unsatisfied	Unsatisfied	196
9 - 10	36	22	58	Unsatisfied	0	5	5	Unsatisfied	Unsatisfied	63
10 - 11	30	31	61	Unsatisfied	3	4	7	Unsatisfied	Unsatisfied	68
11 - 12	41	39	80	Unsatisfied	0	10	10	Unsatisfied	Unsatisfied	90
12 - 13	30	34	64	Unsatisfied	6	7	13	Unsatisfied	Unsatisfied	77
13 - 14	36	49	85	Unsatisfied	1	4	5	Unsatisfied	Unsatisfied	90
14 - 15	61	66	127	Unsatisfied	2	10	12	Unsatisfied	Unsatisfied	139
15 - 16	106	101	207	Unsatisfied	2	16	18	Unsatisfied	Unsatisfied	225
16 - 17	67	173	240	Unsatisfied	1	16	17	Unsatisfied	Unsatisfied	257
17 - 18	127	144	271	Unsatisfied	0	17	17	Unsatisfied	Unsatisfied	288
18 - 19	93	107	200	Unsatisfied	2	7	9	Unsatisfied	Unsatisfied	209
19 - 20	55	72	127	Unsatisfied	0	9	9	Unsatisfied	Unsatisfied	136
20 - 21	49	51	100	Unsatisfied	0	3	3	Unsatisfied	Unsatisfied	103
21 - 22	32	31	63	Unsatisfied	1	2	3	Unsatisfied	Unsatisfied	66
22 - 23	4	9	13	Unsatisfied	0	1	1	Unsatisfied	Unsatisfied	14
23 - 24	4	4	8	Unsatisfied	0	3	3	Unsatisfied	Unsatisfied	11
Totals	1049	1086	2135	0	26	163	189	0	0	2324

Existing Volumes plus Background (Factor of Five)

An increase of 500% was conservatively applied to existing traffic volumes to account for future background growth. There were 14 hours where the major street exceeded 300 vehicles and no hours where the minor street exceeded 200 vehicles:

All-Way STOP Control Analysis using a Factor of 5 Lincoln Street at Kentucky Street September 23, 2021										
Time	Major-street (Lincoln Street)				Minor-street (Kentucky Street)			BOTH Major-street & Minor-street Thresholds Met	Total Vehicles	
	Eastbound	Westbound	Total	Threshold	Northbound	Southbound	Westbound			Threshold
				300 Vehicles						200 Vehicles
0 - 1	20	30	50	Unsatisfied	0	5	5	Unsatisfied	Unsatisfied	55
1 - 2	0	5	5	Unsatisfied	0	0	0	Unsatisfied	Unsatisfied	5
2 - 3	10	10	20	Unsatisfied	0	5	5	Unsatisfied	Unsatisfied	25
3 - 4	25	5	30	Unsatisfied	0	0	0	Unsatisfied	Unsatisfied	30
4 - 5	20	10	30	Unsatisfied	0	15	15	Unsatisfied	Unsatisfied	45
5 - 6	70	30	100	Unsatisfied	0	20	20	Unsatisfied	Unsatisfied	120
6 - 7	155	80	235	Unsatisfied	10	20	30	Unsatisfied	Unsatisfied	265
7 - 8	590	225	815	SATISFIED	25	75	100	Unsatisfied	Unsatisfied	915
8 - 9	500	370	870	SATISFIED	5	105	110	Unsatisfied	Unsatisfied	980
9 - 10	180	110	290	Unsatisfied	0	25	25	Unsatisfied	Unsatisfied	315
10 - 11	150	155	305	SATISFIED	15	20	35	Unsatisfied	Unsatisfied	340
11 - 12	205	195	400	SATISFIED	0	50	50	Unsatisfied	Unsatisfied	450
12 - 13	150	170	320	SATISFIED	30	35	65	Unsatisfied	Unsatisfied	385
13 - 14	180	245	425	SATISFIED	5	20	25	Unsatisfied	Unsatisfied	450
14 - 15	305	330	635	SATISFIED	10	50	60	Unsatisfied	Unsatisfied	695
15 - 16	530	505	1035	SATISFIED	10	80	90	Unsatisfied	Unsatisfied	1125
16 - 17	335	865	1200	SATISFIED	5	80	85	Unsatisfied	Unsatisfied	1285
17 - 18	635	720	1355	SATISFIED	0	85	85	Unsatisfied	Unsatisfied	1440
18 - 19	465	535	1000	SATISFIED	10	35	45	Unsatisfied	Unsatisfied	1045
19 - 20	275	380	635	SATISFIED	0	45	45	Unsatisfied	Unsatisfied	680
20 - 21	245	255	500	SATISFIED	0	15	15	Unsatisfied	Unsatisfied	515
21 - 22	160	155	315	SATISFIED	5	10	15	Unsatisfied	Unsatisfied	330
22 - 23	20	45	65	Unsatisfied	0	5	5	Unsatisfied	Unsatisfied	70
23 - 24	20	20	40	Unsatisfied	0	15	15	Unsatisfied	Unsatisfied	55
Totals	5245	5430	10675	14	130	815	945	0	0	11620

Existing Traffic Data

The following turning movement counts² were collected on Thursday, September 23, 2021 at the Lincoln Street and Kentucky Street:

24 Hour Traffic Data - Hourly													
Lincoln Street at Kentucky Street													
September 23, 2021													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	0	0	1	1	5	0	0	0	0	0	4	0	11
1-2	0	0	0	1	0	0	0	0	0	0	0	0	1
2-3	1	0	0	0	2	0	0	0	0	0	2	0	5
3-4	0	0	0	1	0	0	0	0	0	0	4	1	6
4-5	0	0	3	0	2	0	0	0	0	0	3	1	9
5-6	2	0	2	2	4	0	0	0	0	0	14	0	24
6-7	1	0	3	0	16	0	2	0	0	0	30	1	53
7-8	8	1	6	3	42	0	3	1	1	0	114	4	183
8-9	14	0	7	1	72	1	0	1	0	0	85	15	196
9-10	3	0	2	1	21	0	0	0	0	0	35	1	63
10-11	1	0	3	2	27	2	3	0	0	0	30	0	68
11-12	5	1	4	3	34	2	0	0	0	0	37	4	90
12-13	4	1	2	2	31	1	5	1	0	1	28	1	77
13-14	3	0	1	2	47	0	1	0	0	0	34	2	90
14-15	7	0	3	9	56	1	0	2	0	2	54	5	139
15-16	8	1	7	8	92	1	1	1	0	0	97	9	225
16-17	6	0	10	16	153	4	0	1	0	0	58	9	257
17-18	12	0	5	15	129	0	0	0	0	1	113	13	288
18-19	3	0	4	10	97	0	0	1	1	0	85	8	209
19-20	6	0	3	3	66	3	0	0	0	0	45	10	136
20-21	2	0	1	4	47	0	0	0	0	0	47	2	103
21-22	2	0	0	5	26	0	1	0	0	0	25	7	66
22-23	1	0	0	0	9	0	0	0	0	0	4	0	14
23-24	1	2	0	0	4	0	0	0	0	0	2	2	11
Totals	90	6	67	89	982	15	16	8	2	4	950	95	2324
% Trucks	7%	0%	4%	0%	4%	0%	0%	0%	0%	0%	2%	1%	3%

AM & PM Peak Hours													
Lincoln Street at Kentucky Street													
Total Vehicles - AM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0730-0745	3	1	2	1	8	0	1	0	0	0	58	3	77
0745-0800	0	0	1	0	15	0	0	1	0	0	29	0	46
0800-0815	5	0	2	0	27	0	0	0	0	0	13	3	50
0815-0830	6	0	0	1	23	1	0	1	0	0	42	7	81
Totals	14	1	5	2	73	1	1	2	0	0	142	13	254
PHF	0.58	0.25	0.63	0.50	0.68	0.25	0.25	0.50	0.00	0.00	0.61	0.46	0.78
% Trucks	7%	0%	20%	0%	10%	0%	0%	0%	0%	0%	2%	0%	5%
Total Vehicles - PM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1700-1715	4	0	2	3	40	0	0	0	0	0	21	2	72
1715-1730	4	0	1	4	34	0	0	0	0	0	13	2	58
1730-1745	2	0	0	5	30	0	0	0	0	0	45	3	85
1745-1800	2	0	2	3	25	0	0	0	0	1	34	6	73
Totals	12	0	5	15	129	0	0	0	0	1	113	13	288
PHF	0.75	0.00	0.63	0.75	0.81	0.00	0.00	0.00	0.00	0.25	0.63	0.54	0.85
% Trucks	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	1%

² Non-trucks plus Trucks

Level of Service – Summary

Results are provided for the individual movements. In general, a level of service (LOS) D is considered acceptable while LOS E/F suggest volume exceeding the capacity of the intersection or movement - see table below.

LOS	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

Level of Service vs. Delay:

Lincoln Street at Kentucky Street - All-Way STOP Control

All approaches for the studied intersection operate at a LOS “A” or better during the AM and PM peak hours - see table below.

Lincoln Street at Kentucky Street - Two-Way STOP Control

The westbound and eastbound approaches are projected to notice a significant improvement in vehicle delay during the AM and PM peak hours, with minimal impact recognized for the southbound and northbound approaches - see table below.

LOS Summary <i>Lincoln St at Kentucky St Danville, IN</i>		AM Peak Hour <i>Existing Intersection Traffic</i>			PM Peak Hour <i>Existing Intersection Traffic</i>		
		LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)
All-Way STOP Control (AWSC)	Southbound	A	7.5	0.1	A	7.4	0.1
	Northbound	A	7.5	0	A	0	0
	Westbound	A	7.9	0.4	A	8	0.7
	Eastbound	A	8.3	0.9	A	8	0.6
Two-Way STOP Control (TWSC)	Southbound	A	9.5	0.1	A	9.7	0.1
	Northbound	B	10.6	0	A	0	0
	Westbound	A	0.1	0	A	0	0
	Eastbound	A	0.6	0	A	0.8	0

Level of Service – Analysis

[Submitted as separate document]

[end of document]

Vistro File: C:\...\Lincoln St and Kentucky St.vistro

Scenario 1 AM PH 2021

Report File: C:\...\AWSC AM PH 10202021.pdf

10/20/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lincoln Street at Kentucky Street	All-way stop	HCM 6th Edition	EB Thru	0.228	8.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lincoln Street at Kentucky Street

Control Type:	All-way stop	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.228

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	←→			←→			←→			←→		
Lane Configuration	←→			←→			←→			←→		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	2	1	5	1	14	13	142	0	1	73	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	20.00	2.00	7.00	2.00	2.00	2.00	2.00	10.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	1	5	1	14	13	142	0	1	73	2
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	2	0	4	4	46	0	0	23	1
Total Analysis Volume [veh/h]	0	3	1	6	1	18	17	182	0	1	94	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

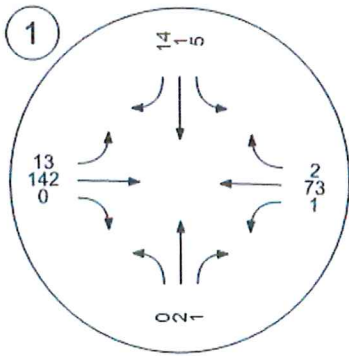
Lanes

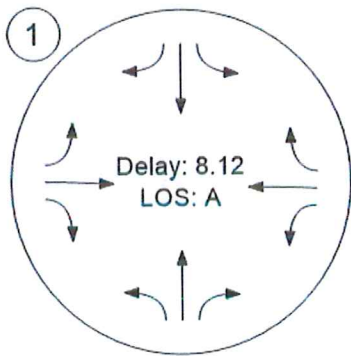
Capacity per Entry Lane [veh/h]	806	830	874	836
Degree of Utilization, x	0.00	0.03	0.23	0.12

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.01	0.09	0.87	0.40
95th-Percentile Queue Length [ft]	0.37	2.33	21.87	9.92
Approach Delay [s/veh]	7.49	7.47	8.33	7.88
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.12			
Intersection LOS	A			

Traffic Volume - Base Volume





Option 1: TWSC Lincoln Street at Kentucky Street

Number	1											
Intersection	Lincoln Street at Kentucky Street											
Control Type	Two-way stop											
Analysis Method	HCM 6th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	2	1	5	1	14	13	142	0	1	73	2
Total Analysis Volume [veh/h]	0	3	1	6	1	18	17	182	0	1	94	3

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Capacity Analysis

Calculated Rank	4	3	2	4	3	2	2	1	1	2	1	1
v_c, Conflicting Flow Rate	323	315	182	316	314	96	97	0	0	182	0	0
v_c, Stage 1	216	216	182	98	98	96	97	0	0	182	0	0
v_c, Stage 2	107	99	0	218	216	0	0	0	0	0	0	0
c_p,x, Potential Capacity [veh/h]	630	601	861	633	602	947	1496	0	0	1393	0	0
c_p,x, Stage 1 [veh/h]	786	724	1177	904	814	1117	1671	0	0	1714	0	0
c_p,x, Stage 2 [veh/h]	898	813	1085	780	724	1070	1623	0	0	1623	0	0
c_m,x, Movement Capacity [veh/h]	611	593	861	624	594	947	1496	100000	100000	1393	100000	100000
c_m,x, Stage 1 [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
c_m,x, Stage 2 [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
c_T, Total Capacity [veh/h]	611	593	861	624	594	947	1496	100000	100000	1393	100000	100000

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.93	11.11	9.22	10.91	11.20	8.94	7.43	0.00	0.00	7.59	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
Critical Movement		No	No	No	Yes	No	No	No		No	No	No
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.09	0.09	0.09	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.47	0.47	0.47	2.34	2.34	2.34	0.86	0.86	0.86	0.05	0.05	0.05
d_A, Approach Delay [s/veh]	10.64			9.50			0.64			0.08		
Approach LOS	B			A			A			A		
V/C_I, Worst Movement V/C Ratio	0.00											
d_I, Worst Movement Control Delay [s/veh]	11.20											
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	B											

Vistro File: C:\...\Lincoln St and Kentucky St.vistro

Scenario 2 PM PH 2021

Report File: C:\...\AWSC PM PH 10202021.pdf

10/20/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lincoln Street at Kentucky Street	All-way stop	HCM 6th Edition	WB Thru	0.192	8.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lincoln Street at Kentucky Street

Control Type:	All-way stop	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	0	0	5	0	12	13	113	1	0	129	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	5	0	12	13	113	1	0	129	15
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	4	4	33	0	0	38	4
Total Analysis Volume [veh/h]	0	0	0	6	0	14	15	133	1	0	152	18
Pedestrian Volume [ped/h]	0			0			0			0		

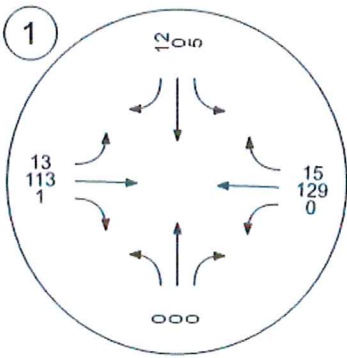
Intersection Settings

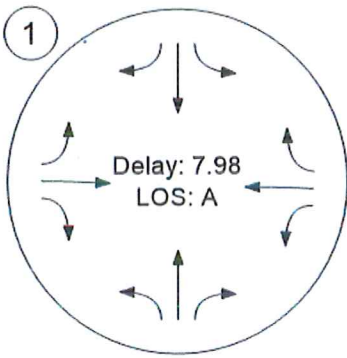
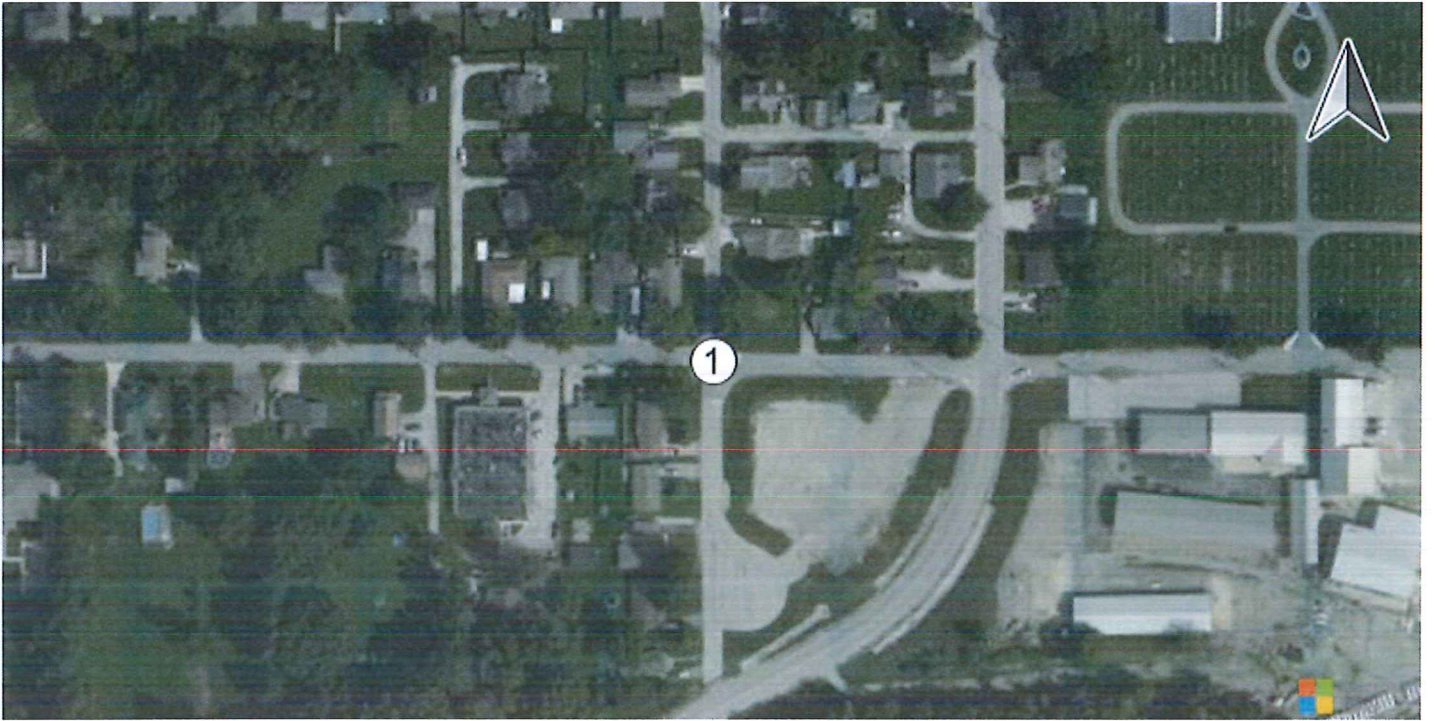
Lanes

Capacity per Entry Lane [veh/h]	776	847	867	887
Degree of Utilization, x	0.00	0.02	0.17	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.07	0.62	0.71
95th-Percentile Queue Length [ft]	0.00	1.81	15.48	17.65
Approach Delay [s/veh]	0.00	7.35	8.02	8.02
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.98			
Intersection LOS	A			





Option 1: TWSC Lincoln Street at Kentucky Street

Number	1											
Intersection	Lincoln Street at Kentucky Street											
Control Type	Two-way stop											
Analysis Method	HCM 6th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	5	0	12	13	113	1	0	129	15
Total Analysis Volume [veh/h]	0	0	0	6	0	14	15	133	1	0	152	18

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Capacity Analysis

Calculated Rank	4	3	2	4	3	2	2	1	1	2	1	1
v_c, Conflicting Flow Rate	332	334	134	325	325	161	170	0	0	134	0	0
v_c, Stage 1	164	164	134	161	161	161	170	0	0	134	0	0
v_c, Stage 2	168	170	0	164	164	0	0	0	0	0	0	0
c_p,x, Potential Capacity [veh/h]	622	587	916	629	593	884	1407	0	0	1451	0	0
c_p,x, Stage 1 [veh/h]	839	763	1152	841	765	1166	1708	0	0	1690	0	0
c_p,x, Stage 2 [veh/h]	834	758	1085	839	762	1085	1623	0	0	1623	0	0
c_m,x, Movement Capacity [veh/h]	607	580	916	623	586	884	1407	100000	100000	1451	100000	100000
c_m,x, Stage 1 [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
c_m,x, Stage 2 [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
c_T, Total Capacity [veh/h]	607	580	916	623	586	884	1407	100000	100000	1451	100000	100000

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.93	11.21	8.93	10.90	11.26	9.19	7.59	0.00	0.00	7.48	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
Critical Movement				Yes		No	No	No	No		No	No
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	0.08	0.08	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.96	1.96	1.96	0.81	0.81	0.81	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.36			9.70			0.76			0.00		
Approach LOS	B			A			A			A		
V/C_I, Worst Movement V/C Ratio	0.01											
d_I, Worst Movement Control Delay [s/veh]	10.90											
d_I, Intersection Delay [s/veh]	0.91											
Intersection LOS	B											

Danville Fire Department



OCTOBER 2021
Monthly Report

**DANVILLE FIRE DEPARTMENT
OCTOBER 2021 Payroll Results**

Total Runs- 179
Total Man Hours Paid- 0
Total payroll- 0

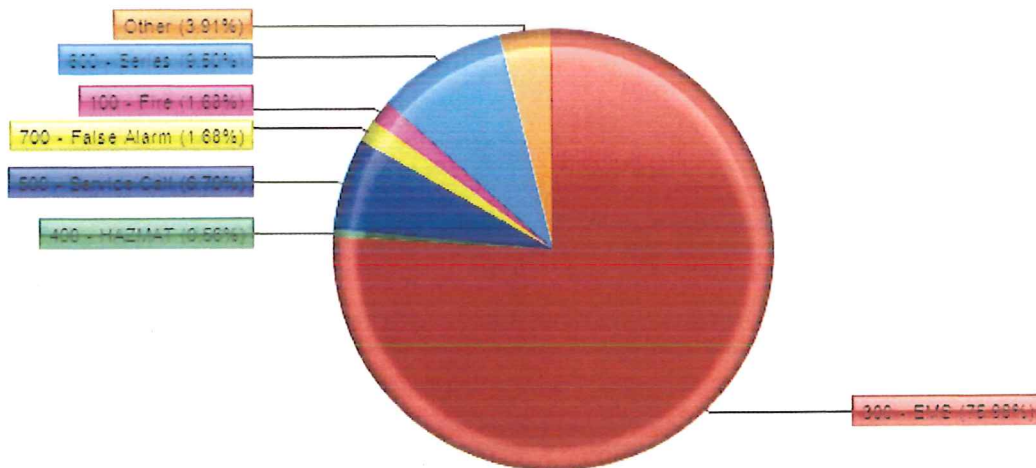
Fire - Incident Types with Monthly Breakdown

Date: Wednesday, November 10, 2021
Time: 4:59:41 AM

Alarm Date between 2021-10-01 and 2021-11-01

Incident Type Group	Incident Type Group	Details
100 - Fire	3	3 Rows
300 - EMS	136	136 Rows
400 - HAZMAT	1	1 Rows
500 - Service Call	12	12 Rows
600 - Series	17	17 Rows
700 - False Alarm	3	3 Rows
Other	7	7 Rows

Incident Type Group	2021-10-01	Total
300 - EMS	136	136
400 - HAZMAT	1	1
500 - Service Call	12	12
700 - False Alarm	3	3
100 - Fire	3	3
600 - Series	17	17
Other	7	7
Monthly Total	179	179



Alarm Date between 2021-10-01

and 2021-11-01

Total Calls by District

District	2021-10-01	Total
Washington Township / Avon Fire Department	9	9
DANVILLE DISTRICT 92	94	94
MARION TOWNSHIP DISTRICT 91	13	13
CENTER TOWNSHIP DISTRICT 91	5	5
DANVILLE DISTRICT 91	31	31
Mill-Creek AMO Fire Department	5	5
Liberty Township Fire Department	10	10
Pittsboro Fire Department	1	1
CENTER TOWNSHIP DISTRICT 92	2	2
Mil-Creek Stilesville Fire Department	3	3
Mill-Creek Coatesville Fire	2	2
Brownsburg Fire Territory	1	1
Plainfield Fire Territory	1	1
Lizton Fire Department	1	1
North Salem Fire Department	1	1
Total	179	179

Alarm Date between 2021-01-01

and 2021-11-01

Station	2021-01-01	2021-07-01	2021-04-01	2021-02-01	2021-10-01	2021-03-01	2021-08-01	2021-06-01	2021-05-01	2021-09-01	
Danville Fire Department- 91	48	46	58	67	70	59	66	62	72	60	608
Danville Fire Department- 92	103	117	113	93	109	88	120	111	105	125	1084
	151	163	171	160	179	147	186	173	177	185	1692

Incident Date between 2021-10-01 and 2021-11-01

Major Fires with Property Loss > \$1M

Incident Date	Incident Number	Alarm Date	Incident Type	Incident Type Code	Property Use	Property Use Code	Estimated Property Loss
---------------	-----------------	------------	---------------	--------------------	--------------	-------------------	-------------------------

No records were found.

Major Fires (Civilian Casualties)

Incident Date	Incident Number	Property Use	Property Use Code	Structure Fires	Estimated Property Loss	Injury or Death	Civilian Casualty	Severity Code	Civilian Deaths	Incident Type Code
10/3/2021 12:00:00 AM	HF2100014752	1 or 2 family dwelling	419	01 - Residential - Private Dwelling	\$25,000.00	Not Recorded	0		0	111
10/9/2021 12:00:00 AM	HF2100015118	Crops or orchard	655	10 - Industry, Utility, Defense, Lab	\$10,000.00	Not Recorded	0		0	138
					Total Loss \$35,000.00					

Incident Date between 2021-10-01 and 2021-11-01

Part III - Breakdown of Fires (Incident Type 110-129)

Structure Fires	Estimated Property Loss	Civilian Casualty	Civilian Deaths	Total
01 - Residential - Private Dwelling	\$25,000.00	0	0	1
Total Loss \$25,000.00				1

If Property Use is not shown in the output, then value is 0

Part III - Lines 5 and 13 on NFPA Form

Residential or Structure	Estimated Property Loss	Civilian Casualty	Deaths	Total
05 - Residential	\$25,000.00	0	0	1
				1

Part III - Lines 14a through 25

Fires in Structure by Property Use	Estimated Property Loss	Total
14b - Fires in Other Vehicles	\$10,000.00	1
20 - Rescue, EMS Response		113
21 - False Alarm Responses		3
23b - Hazmat Other		1
24 - All Other Responses		13
		131

Fire - Confined vs Non-Confined

Residential or Structure	Click for Details
05 - Residential	1 Rows

Part IV - Breakdown of False Alarm Responses

False Alarm Breakdown	Total
2. System Malfunction (IT 730-739)	1
3. Unintentional (IT 740-749)	1
4. Other False Alarms (IT 721, 751,700)	1
3	

Part V - Intentionally Set Fires in Structures and Vehicles

Structure v Vehicle	Civilian Deaths	Civilian Injuries	Total Estimated Loss	Total
---------------------	-----------------	-------------------	----------------------	-------

No records were found.

Fire Service Casualty - Injury Info

Severity	Age	Cause of Fire Fighter Injury	Factor Contributing To Injury	Primary Part of Body Injured	Activity at Time of Injury	Cause of Fire Fighter Injury	Factor Contributing To Injury	Primary Apparent Symptom
----------	-----	------------------------------	-------------------------------	------------------------------	----------------------------	------------------------------	-------------------------------	--------------------------

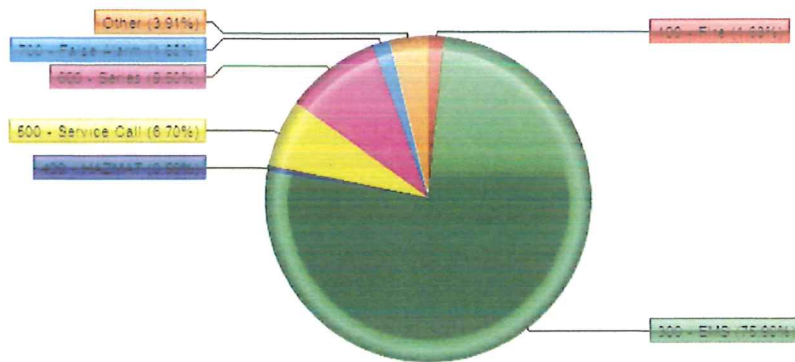
No records were found.

Fire Casualty - Injury Information

Alarm Date between 2021-10-01 and 2021-11-01

Fire Incident Type Breakdown

Incident Type Group	
100 - Fire	3
300 - EMS	136
400 - HAZMAT	1
500 - Service Call	12
600 - Series	17
700 - False Alarm	3
Other	7
	179



Dispatched Date
between

2021-10-01

and 2021-11-01

Apparatus Name	2021-10-01	
TANKER 192	2	2
EG192	112	112
MD192	129	129
BC 190	23	23
C1901	3	3
SQ192	23	23
AM192	4	4
C1930	2	2
C1921	1	1
GR191	1	1
SP192	1	1
	301	301