

CITY OF O'FALLON

GARY L. GRAHAM

Mayor

PHILIP A. GOODWIN

City Clerk

Walter Denton
City Administrator

DAVID H. HURSEY

City Treasurer

ALDERMAN

Gene McCoskey Ward 1 Matt Smallheer Ward 4

Richie Meile Ward 1 Michael Bennett Ward 5

Jerry Albrecht Ward 2 Courtney Marsh Ward 5

Robert Kueker Ward 2 Ray Holden Ward 6

Jerry Mouser Ward 3 Ned Drolet Ward 6

Kevin Hagarty Ward 3 David Cozad Ward 7

Herb Roach Ward 4 Harlan Gerrish Ward 7

CITY COUNCIL MEETING

A G E N D A

Monday, November 16, 2015
7:00 P.M. – Council Chambers

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. APPROVAL OF MINUTES – [November 2, 2015](#)

V. PUBLIC HEARING

VI. REPORTS

A. Residents of O'Fallon – This portion of the City Council meeting is reserved for any resident wishing to address Council. The Illinois Open Meetings Act (5 ILCS 120/1) mandates NO action shall be taken on matters not listed on this agenda, but Council may direct staff to address the topic or refer the matter to a committee. Please provide City Clerk with name & address; speak into microphone; limit presentation to 3 minutes; and avoid repetitious comments. Thank you.

B. Clerk's Report

1. Requests from the Knights of Columbus to conduct a raffle for a turkey and ham from November through November 20, 2015 and a raffle for a turkey and ham from November through December 18, 2015

C. Mayor's Report

VII. RESOLUTIONS –

ITEM 1 – Resolution supporting the selection of the Scott AFB (St. Clair County) site for the National Geospatial-Intelligence Agency (NGA West) proposed facility

VIII. ORDINANCES

A. 1st reading –

ITEM 2 – Ord. declaring certain vehicles and equipment as surplus property pursuant to 65 ILCS 5/11-76-4

ITEM 3 – Ord. amending Chapter 78, Schedule I, No Parking Zones regarding Hilltop Lane

ITEM 4 – Ord. authorizing a first amendment to the Communications Site Lease Agreement between the City and SBA Steel, LLC for the purpose of authorizing a sublease to Verizon Wireless LLC

ITEM 5 – Ord. amending and supplementing Ordinance 3890, which provided for the issuance of General Obligation Bonds, Series 2015 and providing for a levy of taxes to pay the principal of and interest on such bonds, and related matters

B. 2ND Reading –

ITEM 6 – Ord. Designating as a Local Historic Landmark, 101 Dartmouth Drive

ITEM 7 - Ord. amending Code of Ordinances, Chapter 120, Residential Rental Licenses, *as amended*

IX. STANDING COMMITTEES

1. Community Development – *Minutes attached* - **Motion** to approve the Special Event Permit request for St. Jude's Crusaders Charity Christmas Tree Lot from November 27th – December 23, 2015 at 406 W. Hwy 50 (Gator's Frozen Custard) with conditions
2. Public Works
3. Public Safety – *Minutes attached*
4. Finance and Administration
 - A) **Motion** to approve Warrant #337 in the amount of \$816,126.25
5. Parks/Environment

X. EXECUTIVE SESSION – Occasionally, the Council may go into closed session in order to discuss such items covered under 5 ILCS 120/2 (b) which are as follows: Legal Matters; Purchase, Lease or Sale of Real Estate; Setting of a price for sale or lease of property owned by the public body; Employment/appointment matters; Business matters or Security/criminal matters and may possibly vote on such items after coming out of closed session.

XI. ACTION TAKEN ON EXECUTIVE SESSION ITEMS

XII. ADJOURNMENT

**O'FALLON CITY COUNCIL
MINUTES OF THE REGULAR COUNCIL MEETING
Draft November 2, 2015**

The regular meeting was called to order at 7:01 p.m. by Mayor Gary Graham who led the Council in "The Pledge of Allegiance."

Philip Goodwin, City Clerk, called the roll: Gene McCoskey, present; Richie Meile, present; Jerry Albrecht, present; Robert Kueker, present; Jerry Mouser, present; Kevin Hagarty, present; Herb Roach, present; Matthew Smallheer, present; Michael Bennett, present; Courtney Marsh, present; Ray Holden, present; Ned Drolet, present; David Cozad, present; Harlan Gerrish, present. A quorum was declared present.

APPROVAL OF MINUTES: Mayor Graham asked for approval of the minutes. Motion was made by J. Mouser and seconded by K. Hagarty to approve the minutes of October 19, 2015. All ayes. Motion carried.

PUBLIC HEARING – None scheduled.

RESIDENTS: Mayor Graham asked if anyone wished to come forward to speak to the Council.

Jonathan Thorne from the VFW/Homecoming and Fall Association asked the Council for their support of the Christmas Illuminated Parade. He voiced his concern about the city taking over the building and not being able to use the shed on city grounds to store their floats.

Mayor Graham replied that the building was in terrible repair and had to be cleaned out, as it posed a hazard. He said the City attempted to contact the Association many times over three years, but no one responded.

H. Roach added he would like to work with them, as they did a lot of good work. He agrees that they did need to clean out the building. Mayor Graham said he did not oppose them, but no one had responded to numerous city requests.

G. McCoskey added that the building and the lack of response by the Homecoming Association had been discussed in the Public Works committee. The building contents was a liability issue.

R. Kueker said he visited the site. The association has done valuable things over the years. He would like to see both sides come to a reasonable solution.

Roger Van Etten of the Homecoming Association also spoke. He said they had a meeting several years ago in the mayor's office, and he had requested a fire extinguisher but never received it. He said they did try to clean up the building but there was a lot of stuff in it.

N. Drolet also spoke in support of the Homecoming Association. He said many people enjoy the hometown feeling that the parade gives. He added the parade is the kick off for the holiday season.

REPORTS:

Clerk's Report: P. Goodwin asked for a motion to approve the following requests:

1. Motion to approve the Parade Permit request from VFW Post 805, for the Veterans Day Parade scheduled on Wednesday, November 11, 2015 from 2:00 – 3:00 p.m. starting at the Community Park and ending at West 1st and Oak
2. Request from the O'Fallon Kiwanis Club to conduct a raffle from November 15, 2015 – January 30, 2016 for a wheelbarrow of alcohol
3. Request from the VFW – Homecoming Association to conduct a parade on November 28th from 6:00 – 9:00 p.m. starting at East 5th Street and ending at the intersection of Oak and West 1st Street (rain date – December 5th)

G. McCoskey clarified that the approval was just for the parade, as the issue with the building has not been cleared up. N. Drolet asked if they could get access to the shed, so they could have the parade. Mayor Graham replied that it would be decided by the Council after the report and pictures are reviewed.

Motion by J. Mouser and seconded by K. Hagarty to approve the requests.

ROLL CALL: McCoskey, aye; Meile, aye; Albrecht, aye; Kueker, aye; Mouser, aye; Hagarty, aye; Roach, aye; Smallheer, aye; Bennett, aye; Marsh, aye; Holden, aye; Drolet, aye; Cozad, aye; Gerrish, aye. Ayes – 14; Nos – 0. Motion carried.

Mayor's Report: Mayor Graham had nothing to report.

RESOLUTIONS:

Motion by J. Albrecht and seconded by J. Mouser to consider items 1 – 4 under the Omnibus Agreement (H. Roach asked for Item 5 to be considered separately). All ayes. Motion carried.

Mayor Graham read the following:

Item 1- Resolution authorizing the City to raze the structures on the real estate commonly known as 115 Elm Street

Item 2 – Resolution authorizing the City Clerk to sign an IDOT Resolution for Use of Motor Fuel Tax (MFT) for road maintenance in CY2016

Item 3 – Resolution authorizing the Mayor to execute an Illinois Department of Transportation (IDOT) local public agency agreement for Federal participation for the Exit #14 Interchange

Item 4 – Resolution authorizing the Mayor and City Clerk to execute an agreement with Rhutasel & Associates, Inc. for professional services in the amount of \$144,000 for the design of Simmons Road improvements, Phase 1 & 2, and an Illinois Department of Transportation (IDOT) Motor Fuel Tax (MFT) resolution appropriating funds for the Simmons Road improvement Project, Phase 1 & 2, in the amount of \$1,600,000

Motion by J. Albrecht and seconded by J. Mouser to approve items 1 – 4 under the previous Omnibus Agreement.

ROLL CALL: McCoskey, aye; Meile, aye; Albrecht, aye; Kueker, aye; Mouser, aye; Hagarty, aye; Roach, aye; Smallheer, aye; Bennett, aye; Marsh, aye; Holden, aye; Drolet, no; Cozad, aye; Gerrish, aye. Ayes – 13; Nos – 1. Motion carried.

Motion by J. Albrecht and seconded by G. McCoskey to approve item 5 – a Resolution authorizing the Mayor to execute an agreement with Trane authorizing the City to purchase roof top heating, ventilation and air conditioning (HVAC) units manufactured by Trane in the amount not to exceed \$168,350.

N. Drolet does not think we are following the purchasing manual, and we did not buy locally, and we are exceeding the limit of going sole source.

H. Roach added that he spoke to Dale about the legality, but he still does not think it is in the best interest overall. It is based on a school that was built in Maryland. It was a sole bid and it was posted for bid in Oregon and Hawaii.

D. Funk replied that it was a national bid. Parks and Public Works have also used the national bidding process. It is the same as the State Purchasing System. We are piggy-backing off of someone else's bidding process in order to save money.

J. Albrecht said it was discussed at the last two Public Works meetings. If we did not use the national bid, we would be required to create an RFP at an additional cost and the time of development of one.

ROLL CALL: McCoskey, aye; Meile, aye; Albrecht, aye; Kueker, no; Mouser, aye; Hagarty, no; Roach, no; Smallheer, aye; Bennett, aye; Marsh, aye; Holden, aye; Drolet, no; Cozad, aye; Gerrish, aye. Ayes – 10; Nos – 4. Motion carried.

ORDINANCES:

1st Reading –

Motion by J. Albrecht and seconded by J. Mouser to consider on 1st Reading, Item 6, an Ordinance designating as a Local Historic Landmark, 101 Dartmouth Drive.

ROLL CALL: McCoskey, aye; Meile, aye; Albrecht, aye; Kueker, aye; Mouser, aye; Hagarty, aye; Roach, aye; Smallheer, aye; Bennett, aye; Marsh, aye; Holden, aye; Drolet, aye; Cozad, aye; Gerrish, aye. Ayes – 14; Nos – 0. Motion carried.

2nd Reading –

Motion by J. Albrecht and seconded by J. Mouser to table and refer to committee for more review of the wording of Item 8, an Ordinance amending Code of Ordinances, Chapter 120, Residential Rental Licenses.

ROLL CALL: McCoskey, aye; Meile, aye; Albrecht, aye; Kueker, aye; Mouser, aye; Hagarty, aye; Roach, aye; Smallheer, aye; Bennett, aye; Marsh, aye; Holden, aye; Drolet, aye; Cozad, aye; Gerrish, aye. Ayes – 14; Nos – 0. Motion carried.

Motion by J. Albrecht and seconded by J. Mouser to approve on 2nd Reading, Item 7, an Ordinance amending Ord. 3898, Food and Beverage, correcting the penalty section.

ROLL CALL: McCoskey, aye; Meile, aye; Albrecht, aye; Kueker, aye; Mouser, aye; Hagarty, aye; Roach, aye; Smallheer, aye; Bennett, aye; Marsh, aye; Holden, aye; Drolet, aye; Cozad, aye; Gerrish, aye. Ayes – 14; Nos – 0. Motion carried.

STANDING COMMITTEES –

Community Development: J. Albrecht said the next meeting will be November 9th at 6:00 p.m. at the Public Safety Building.

Public Works: G. McCoskey stated the next meeting will be held November 23rd at 7:00 p.m. at the Public Safety Building.

Public Safety: C. Marsh said that they will meet November 9 at 5:00 p.m. at the Public Safety Building.

Finance/Administration: M. Bennett said they met prior to this meeting. Motion by M. Bennett and seconded by J. Albrecht to approve Warrant #336 in the amount of \$888,735.42.

ROLL CALL: McCoskey, aye; Meile, aye; Albrecht, aye; Kueker, aye; Mouser, aye; Hagarty, aye; Roach, aye; Smallheer, aye; Bennett, aye; Marsh, aye; Holden, aye; Drolet, aye; Cozad, aye; Gerrish, aye. Ayes – 14; Nos – 0. Motion carried.

Parks and Environment: R. Holden said they will meet Monday, November 9th at 5:30 p.m. at the Public Safety Building.

EXECUTIVE SESSION: Mayor Graham announced there is no closed session tonight.

N. Drolet announced that the High School Band won the competition at the University of Illinois and received Best of Show, etc. He also stated that last week's Pumpkin Patch and Rotary Halloween parades were a success.

ADJOURNMENT: Motion by J. Albrecht and seconded by K. Hagarty to adjourn. All ayes. Motion carried.

The meeting was adjourned at 7:30 p.m.

Submitted by,

Philip A. Goodwin
City Clerk

Minutes recorded by
Maryanne Fair, Deputy City Clerk
Proper notice having been duly given



CITY COUNCIL AGENDA ITEM

To: Mayor Graham and City Council

From: Pam Funk, Assistant City Administrator
Grant Litteken, Management Analyst

Date: November 16, 2015

Subject: Resolution #_____: A Resolution Supporting the Selection of the Scott Air Force Base (St. Clair County) Site for the National Geospatial-Intelligence Agency (NGA West) Proposed Facility

List of Committees that have reviewed: None

Background: The National Geospatial-Intelligence Agency (NGA) is investigating sites for the construction and operation of the Next NGA West Campus in the greater St. Louis metropolitan area. The Scott Air Force Base site, located in St. Clair County, Illinois, has proven to be the most logical location for the Next NGA West Campus.

The NGA West, with its 3,100 current employees and an estimated 1,350 total construction related jobs would provide an increase in economic impact and prosperity to the communities and residents of St. Clair County, including the City of O'Fallon.

Attached is a proposed resolution for the City Council's consideration supporting the proposed Scott AFB/St. Clair County site for the Next NGA West Campus.

Legal Considerations, if any: None

Budget Impact: None

Staff recommendation: Approval

RESOLUTION 2015 -

A RESOLUTION SUPPORTING THE SELECTION OF THE SCOTT AFB (ST. CLAIR COUNTY) SITE FOR THE NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY (NGA WEST) PROPOSED FACILITY

WHEREAS, the National Geospatial-Intelligence Agency has announced its intention to select a site for its Next NGA West campus, commonly called N2W; and

WHEREAS, the National Geospatial-Intelligence Agency (NGA) is investigating sites for the construction and operation of the Next NGA West Campus in the greater St. Louis metropolitan area, which includes a proposal for a 182 acre site in St. Clair County, Illinois, along interstate 64 and adjacent to Scott Air Force Base (“Site”); and

WHEREAS, St. Clair County has offered the Site to NGA at no costs; and

WHEREAS, the Site is unimproved, available for immediate construction with no environmental contamination or archeological problems or concerns; and

WHEREAS, the Site meets the needs of NGA with all necessary utilities and communications infrastructure; and

WHEREAS, the City of O’Fallon is located in St. Clair County in close proximity to the Site; and

WHEREAS, the Site offers unmatched security and proximity to adjacent Scott Air Force Base and MidAmerica St. Louis Airport; and Scott AFB has critical missions that have synergy with the NGA mission, including USTRANSCOM, DISA, AFNIC, and DITCO; and; and

WHEREAS, close proximity to Scott Air Force Base would eliminate the need for conveying vast amounts of invaluable and vital security information which now flows along 27.5 miles of NGA fiber-optic cable; and

WHEREAS, the National Geospatial-Intelligence Agency, with its 3,100 current employees and an estimated 1,350 total construction related jobs would provide an increase in economic impact and prosperity to the communities and residents in the immediate area, including the City of O’Fallon and its residents; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF O'FALLON, ST. CLAIR COUNTY ILLINOIS;

Section 1. The forgoing recitals are incorporated herein as findings of the City Council.

Section 2. The City of O'Fallon hereby urges the federal government and the National Geospatial-Intelligence Agency (NGA) to choose the Scott AFB (St. Clair County) site for its new NGA West facility.

Section 3. The Mayor is hereby directed to send a copy of this Resolution for inclusion in the public record for the Next NGA West Draft Environmental Impact Statement Comment Period.

This resolution shall be in full force and effect from and after its passage and approval and its publication in the manner provided by law.

Passed by the City Council this ____ day of _____, 2015

ATTEST:

(seal)

Approved by the Mayor this ____ day

of _____ 2015.

Philip A. Goodwin, City Clerk

Gary L. Graham, Mayor

CITY OF O'FALLON, ILLINOIS
ORDINANCE NO. _____

**AN ORDINANCE DECLARING
CERTAIN VEHICLES AND
EQUIPMENT AS SURPLUS
PROPERTY FOR SALE AND/OR
DISPOSAL PURSUANT
TO 65 ILCS 5/11-76-4**

WHEREAS, the City of O'Fallon no longer has a need for the following inventory and has elected to sell the items as surplus property;

1998	Lincoln Towncar	1LNFM82W8WY671128
2001	International Truck	1HTSDAAN31H280807
2006	Ford F250 Super Duty	1FDNF20546EA60236
2006	International 4200 LP Truck	1HTMLAFM86H239172
2001	Dodge Ram 1500	1B7HC16Y31S270312

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF O'FALLON, ST. CLAIR COUNTY, ILLINOIS AS FOLLOWS:

Section 1. Disposal. It is in the best interest of the City to dispose of the vehicles and equipment as heretofore mentioned, as the City no longer has a need for same.

Section 2. Method. (1) Said vehicles and equipment may be disposed of by sale with or without advertising for sale, or (2) may be converted into some other form that is useful to the City by using said material within, or (3) may be conveyed or turned in as part payment on a new purchase of any similar vehicle. However, such vehicle shall not be turned in as part of a purchase price except upon receipt of competitive bids, in such manner as may be further prescribed by an amendment to this ordinance, after notice to all bidders that a vehicle will be turned over as part of the purchase price.

Upon its passage and approval, this Ordinance shall be in full force and effect ten (10) days after its publication in pamphlet form as required by law.

Passed by the City Council this __ day of _____ 2015.

ATTEST:

Approved by the Mayor this __ day

(seal)

of _____ 2015.

Philip A. Goodwin, City Clerk

Gary L. Graham, Mayor

ROLL CALL:	McCoskey	Meile	Albrecht	Kueker	Mouser	Hagarty	Roach	SUB TOTALS
Aye								
Nay								
Absent								

ROLL CALL:	Smallheer	Bennett	Marsh	Holden	Drolet	Cozad	Gerrish	SUB TOTALS	SUM OF TOTALS
Aye									
Nay									
Absent									



CITY COUNCIL AGENDA ITEMS

To: Mayor and City Council

From: Maryanne Fair, Deputy City Clerk
Walter Denton, City Administrator
Pam Funk, Assistant City Administrator

Date: November 16, 2015

Subject: Ordinance Declaring Vehicles and Equipment as Surplus for Sale and/or Disposal:

1998 Lincoln Towncar	1LNFM82W8WY671128
2001 International Truck	1HTSDAAN31H280807
2006 Ford F250 Super Duty	1FDNF20546EA60236
2006 International 4200 LP Truck	1HTMLAFM86H239172
2001 Dodge Ram 1500	1B7HC16Y31S270312

List of committees that have reviewed: n/a

Background: Vehicles and equipment have been identified as surplus and ready for sale or disposal. All items will be listed on the Internet at www.publicsurplus.com and sold to highest bidder or failing that disposed of properly.

Legal Considerations, if any: None.

Budget Impact: Does not incur cost or liability to the city.

Staff recommendation: Staff recommends Council approval for this ordinance.

DATE: June 27, 2008

TO: Mr. Ted Shekell, P.E.
City of O'Fallon, IL

FROM: Lee Cannon, P.E., PTOE
Dustin Riechmann, P.E., PTOE

SUBJECT: **Work Order #9**
Traffic Impact Study
New Life in Christ Interdenominational Church Proposed Expansion
CBB Job No. 118-05-9

In accordance with our contract with the City of O'Fallon, Illinois dated April 29, 2005 and subsequent work order #9, Crawford, Bunte, Brammeier has prepared a traffic study pertaining to the proposed expansion of the New Life in Christ Interdenominational (NLICI) Church in O'Fallon, Illinois. The Church campus is located on the west side of Scott-Troy Road to the south of Keck Ridge Drive and north of Hilltop Lane.

The existing Church facility provides 450 seats and has a single point of access via Keck Ridge Drive (opposite Planters Crossing). The Church owns another tract of ground further west fronting Keck Ridge Drive that was previously anticipated to provide a future second access. The Church is currently proposing to construct a stand-alone youth center on its campus as well as additional parking west of the existing sanctuary. Ultimately, the Church desires to expand the sanctuary to accommodate approximately 1,000 seats. In conjunction with the current and future proposed expansions, consideration has been given to modifying access to the site, including the possibility of utilizing Hilltop Lane on the south side of the campus. We understand that St. Clair County Highway Department previously indicated that direct access via Scott-Troy Road would not be approved.

Purpose and Scope

The purpose and scope of this project was defined in the work order “Project Specific Issues to be Addressed and Project Deliverables” as noted below:

- *Meet with Church and City officials to identify the proposed future usage characteristics for the site and acquire a current site plan. We will request membership, attendance, current and future plans, and demographic (zip code) data from the Church;*
- *Review previous traffic studies and sight distance plans developed for this site by CBB and other file data available from the City; **COPIES OF THOSE REPORTS ARE ATTACHED.***
- *Field measure the intersection sight distance at Hilltop Lane and compare to generally accepted standards for safe access;*
- *Meet with St. Clair County Highway Department to discuss the potential for direct access on Scott-Troy Road;*
- *Perform manual, turning movement counts at the intersections of Keck Ridge Drive with Scott-Troy Road and the Church’s entrance during the peak five hours on a typical Sunday;*
- *Project traffic increases incrementally based on our traffic counts, current and future membership, current and future maximum occupancy of the facility and attendance on the day of our counts;*
- *Evaluate operational capacity of various access scenarios using HCS software to determine level of service;*
- *Identify what improvements, if any, are required to allow safe and efficient access for the Church to Scott-Troy Road via Hilltop Lane and/or new entrance(s) including but not limited to the need to improve the pavement section on Hilltop Lane and provide adequate intersection sight distance.*
- *Identify the most appropriate locations and configurations for those entrances (including the need for turn lanes and the need to maintain secondary access on Keck Ridge Drive);*
- *Review the location of the intersections along Hilltop Lane with respect to the potential for conflicts that may queue traffic onto Scott-Troy Road;*
- *A written summary memo will be provided. No concept schematics for any improvements are included in the scope and fee. Electronic analyses and report documents are not included as project deliverables and remain the property of CBB.*

Given that any modifications to access on Scott-Troy Road would be subject to approval by the St. Clair County Highway Department, this memorandum has been prepared in accordance with the County’s typical requirements for traffic studies. It should also be noted that the required or appropriate number of parking stalls for the site was not initially addressed under this work order, but the City subsequently requested that parking needs be addressed to minimize/eliminate Church parking on Keck Ridge Drive with the exception of religious holidays.

Existing Roadway & Traffic Conditions

Scott-Troy Road is a rural arterial highway under the jurisdiction of the St. Clair County Highway Department (County). The roadway generally consists of two lanes (one northbound and one southbound) with a posted speed limit of 55 miles per hour (mph). A separate northbound left-turn lane is provided on Scott-Troy Road at its intersection with Keck Ridge Drive.

Keck Ridge Drive is a residential collector street owned and maintained by the City of O'Fallon (City). In the vicinity of the site, it provides two travel lanes with on-street parking allowed on both sides of the street. Separate eastbound left- and right-turn lanes are provided at its intersection with Scott-Troy Road.

Hilltop Lane is a narrow, oil-and-chip roadway that is now owned by the City, though it is our understanding that no publicly-owned right-of-way actually exists underlying the pavement surface. Hilltop Lane currently serves approximately six homes west of Scott-Troy Road.

In order to quantify existing traffic conditions, manual turning movement counts were collected at the intersections of Keck Ridge Drive with Scott-Troy Road and Planters Crossing/Church driveway during the peak seven hours (7:30 a.m. to 2:30 p.m.) of Church activity on Sunday, April 13, 2008. Based on these counts, the peak hour of traffic activity occurs between 10:00 and 11:00 a.m. when Churchgoers leaving the 8:00 a.m. service overlap those arriving for the 11:00 a.m. service. The peak hour traffic volumes from the day of the count are summarized in **Exhibit 1**. It was noted that 90% or all inbound and outbound motorists traveled to and from the south on Scott-Troy Road.

In general, observations during the count period indicated that traffic flows on the adjoining roadways were relatively unconstrained with the exception of the peak hour. During the peak hour, the overlap of moderate inbound and outbound Church traffic resulted in periods of slight congestion, though these constraints were primarily observed within the Church's parking lot. Furthermore, it appeared that the on-site parking was full during the 11:00 a.m. service and, as a result, approximately five to ten vehicles were observed parking along Keck Ridge Drive (after initially entering the site and speaking with the parking attendants).

Based upon information provided by Church officials, attendance on the observed Sunday (4/13/2008) was approximately 266 for the 8:00 a.m. service and 464 for the 11:00 a.m. service. However, an average attendance for these services is 307 and 574, respectively. Therefore, attendance during the observed peak service was approximately 24% lower than an average Sunday. In order to better reflect a "typical" condition, the traffic counts were factored up accordingly, as summarized in **Exhibit 2**.

Existing Operating Conditions

The existing operating conditions were evaluated using HCS+ analysis software, which is based upon study procedures outlined in the "Highway Capacity Manual," published in 2000 by the Transportation Research Board. This manual, which is used universally by highway and traffic engineers to measure roadway capacity, established six levels of traffic service: Level A ("Free Flow") to Level F ("Fully Saturated"). Levels of service are measures of traffic flow that consider such factors as speed and delay time, traffic interruptions, safety, driving comfort, and convenience.

Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define LOS are based upon the type of traffic control used at an intersection; i.e., whether it is signalized or unsignalized. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and the intersection as a whole. At intersections with partial (side-street) stop control, the delay for each minor movement is determined instead of for the intersection as a whole since motorists on the main road are not required to stop.

LOS is directly related to control delay. At signalized intersections, the LOS criteria differ from that at unsignalized intersections primarily because different transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes and, consequently, may experience greater delay than an unsignalized intersection. Furthermore, motorists are guaranteed service at regular intervals as the signal cycles. **Table 1** summarizes the LOS thresholds used in the analysis.

Table 1 Level of Service Thresholds		
Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	<i>Signalized Intersections</i>	<i>Unsignalized Intersections</i>
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The results of the capacity analyses of existing conditions (during the peak hour of a typical Sunday) at the intersection of Scott-Troy Road and Keck Ridge Drive are summarized in Table 2. As can be seen, all movements at the intersection would be expected to operate at acceptable levels of service. It should be noted that capacity evaluations at the intersections of Keck Ridge Drive with the Church’s driveway/Planters Crossing and Scott-Troy Road with Hilltop Lane are not provided since no capacity issues were observed at those locations under the current conditions.

Table 2 Existing Operating Conditions O’Fallon, Illinois	
<i>Intersection/Approach</i>	<i>Typical Sunday Peak Hour</i>
Scott-Troy Road at Keck Ridge Drive – Unsignalized	
Northbound Left-Turn	A (8.2)
Eastbound Left-Turn	C (17.0)
Eastbound Right-Turn	B (10.7)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)

Although no significant capacity constraints are apparent on the roadways adjoining the NLICI Church campus, it is important to recognize that the character of these streets is also relevant. Specifically, Keck Ridge Drive is functionally considered a residential collector, as it provides on-street parking and direct driveway access. Residential collectors generally carry approximately 2,000 to 2,500 vehicles per day (vpd) before the character of the road changes to a system-level minor collector street. Also, the “Green Book”¹ states that a 26-foot wide (or greater) residential street is designed to accommodate up to 2,000 vpd.

In general, a volume of 2,000-2,500 vpd coincides with a peak hour volume of approximately 200-250 vehicles per hour (vph). In other words, when hourly volumes exceed 200-250 vehicles, residents typically become uncomfortable utilizing the driveways and front yards of the homes along the roadway. Consequently, the street begins to lose its residential character.

On a typical Sunday, Keck Ridge Drive carries approximately 350 vph between Scott-Troy Road and the Church’s driveway/Planters Crossing during the heaviest peak hour, which clearly exceeds the comfortable level of traffic on a residential street. However, traffic levels of this magnitude are isolated to only a few hours per week, which may make this condition more palatable to adjoining residents.

Proposed Addition of Youth Center

It is our understanding that NLICI Church officials are currently proposing the construction of a new building to accommodate a dedicated youth center. The building would be located west of the sanctuary and have the ability to accommodate 150 people at its maximum capacity. Additional parking is also proposed west of the sanctuary in conjunction with the youth center construction.

Based upon information provided by the Church, membership (and presumably attendance) has grown at a rate of approximately 20% per year since locating at the current site. While the youth center would *not* be expected to generate appreciable traffic demands on its own accord, it is our understanding that it would be utilized during Church services by teenagers and younger children who would otherwise be seated in the sanctuary. Therefore, its use will provide some relief to the current seating constraints in the sanctuary during peak attendance times and facilitate the continued growth of the Church over the next one to two years.

Consequently, it is estimated that the addition of the youth center would permit overall attendance at the peak Sunday service to increase by approximately 20%. A similar increase in peak traffic flows would also be expected, as reflected in **Exhibit 3**.

¹ The “Green Book” refers to A Policy on Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO) Fourth Edition - 2001

The capacity analyses were repeated using the traffic forecast in **Exhibit 3**. The results of those analyses, as summarized in **Table 3**, indicate that the roadways serving the site have adequate *capacity* to accommodate the anticipated increase in traffic associated with the addition of the proposed youth center. However, the continuing growth in attendance, which would be facilitated by the additional seating capacity of the youth center, would foster additional traffic flows on Keck Ridge Drive if the existing access configuration remains. In fact, it is anticipated that peak hour flows on Keck Ridge Drive would increase to approximately 410 vph following the addition of the youth center; although, it may be one to two years before those volumes are realized.

Table 3	
Forecasted Operating Conditions – Future Year with Youth Center	
O’Fallon, Illinois	
<i>Intersection/Approach</i>	<i>Typical Sunday Peak Hour</i>
Scott-Troy Road at Keck Ridge Drive – Unsignalized	
Northbound Left Turn	A (8.3)
Eastbound Left Turn	C (18.9)
Eastbound Right Turn	B (10.9)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)

As noted above, the residential character of a neighborhood collector street is typically sacrificed when peak hour flows exceed 250 vph. Although these traffic levels would remain isolated to a few hours per week, the anticipated increase in traffic flows in front of the homes fronting Keck Ridge Drive between Scott-Troy Road and the Church’s driveway/Planters Crossing would be significant as compared to existing peak hour conditions (which already exceed typical residential character thresholds).

If a decrease in peak hour traffic flows on Keck Ridge Drive were desired, it appears that Hilltop Lane could be utilized as a means of exiting the site under a Traffic Management Plan (TMP). Specifically, during the peak several hours on a Sunday (and perhaps Wednesday evenings), parking attendants for the Church could be stationed and appropriate signage could be employed to direct all entering traffic to use Keck Ridge Drive only at the existing driveway for the site. At the same time, most exiting traffic (with the exception of those motorists destined to the west on Keck Ridge Drive and a small volume destined to Scott-Troy Road from the proposed rear parking lot) could be directed to Hilltop Lane via a new exit-only driveway from the front parking lot. It would be important to provide signage and flagging personnel to encourage compliance with the TMP as designed. A general overview of the recommended traffic flow patterns is provided in **Figure 1**.

It is our understanding that Church officials concur with this plan, and their site engineer has submitted a similar plan to the City for consideration as part of the review process for the proposed youth center.

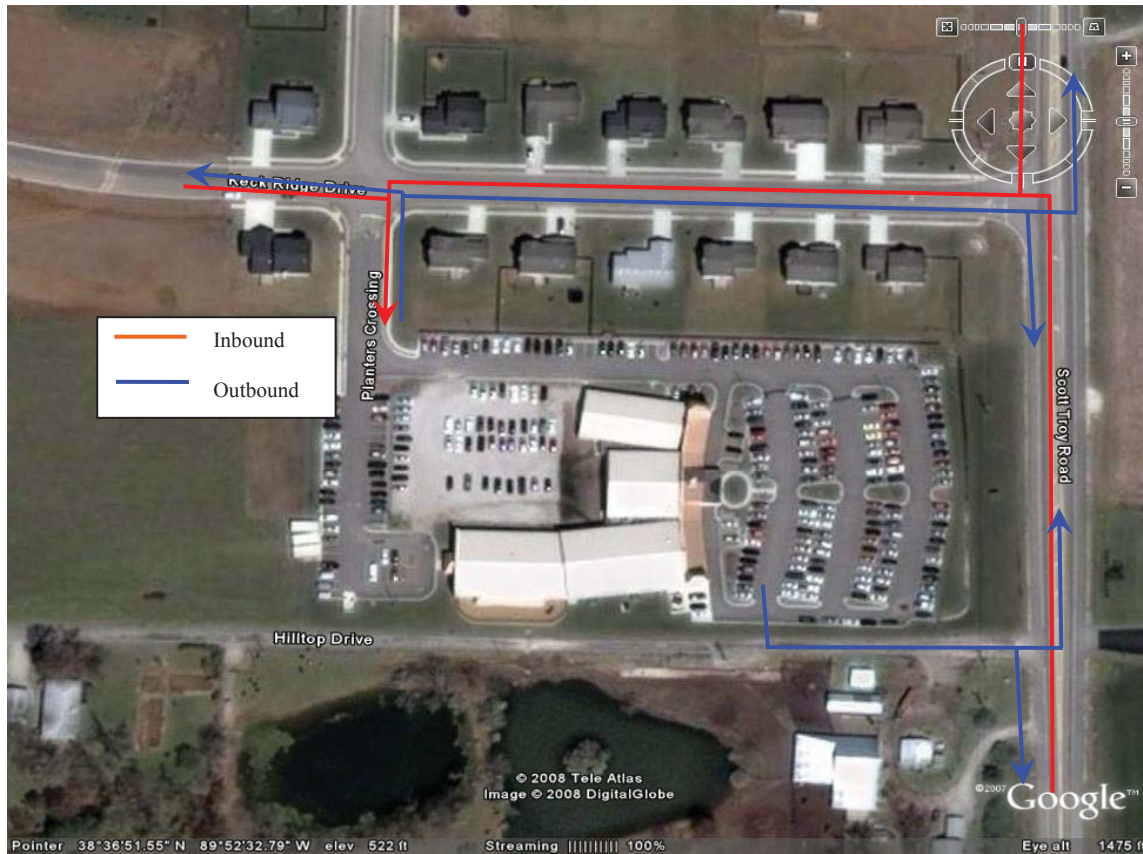


Figure 1: Overview of Proposed Traffic Management Plan Following Youth Center Construction

As shown in **Exhibit 4**, the implementation of a TMP and the use of Hilltop Lane to accommodate exiting traffic would reduce peak hour flows on Keck Ridge Drive to levels more consistent with the character of a residential street, approximately 289 vph. Furthermore, subsequent capacity analyses confirmed that the resulting traffic demands would be readily accommodated from a capacity standpoint.

It is our understanding that concerns have previously been expressed regarding the available sight distance at the intersection of Hilltop Lane with Scott-Troy Road to safely serve increased traffic flows at that location. In order to address this issue, field measurements were performed to document the available sight lines for motorists turning from Hilltop Lane to either direction on Scott-Troy Road. It was determined that approximately 810 feet and 1,040 feet of sight distance are available to the south and north, respectively. By comparison, St. Clair County (and IDOT) standards require a minimum of 665 feet of sight distance on a roadway with a posted speed limit of 55 mph. Consequently, it was concluded that adequate sight distance is available for all movements at the intersection of Scott-Troy Road and Hilltop Lane with no improvements required. Care should be taken when planning any improvements within or adjacent to the right-of way such as berms, landscaping, fences, buildings, parking areas and signs such that the sight distance triangles remain clear from obstruction.

If access to Hilltop Lane is pursued, it is recommended that the roadway be improved between Scott-Troy Road and the new exit-only driveway serving the Church site. Specifically, the road should provide a minimum of 20 feet paved width in order to accommodate two-way traffic flows for the residents located along the road during periods of Church egress. Furthermore, the pavement cross section within the improved section should be upgraded to meet current City standards with adequate drainage facilities (enclosed or open system) to protect the pavement integrity. No additional improvements (such as a northbound left-turn lane on Scott-Troy Road) would be necessary to accommodate the additional traffic from this phase since no inbound movements to the Church would be allowed.

Planned Future Expansions

It is our understanding that the Church plans additional expansions over the next 2-5 years, though these facilities are not included in the current proposal under consideration by the City. Nevertheless, it is important that the potential impacts of these expansions be considered in the current planning efforts for the NLICI Church campus.

The most significant planned facility is the expansion of the sanctuary from its current capacity of 450 seats to accommodate approximately 1,000 seats. Preliminarily, Church officials have expressed a desire to complete this expansion by 2010. In the long term (more than five years in the future), two additional facilities may be added to provide a school and a natatorium along the south side of the site west of the sanctuary. However, for the purposes of evaluating peak Sunday traffic flows, these two uses should not have a significant impact since it is not expected that they would be operational concurrently with peak Sunday Church services.

Based on the planned increase in seating capacity in the expanded sanctuary, it is anticipated that *peak hour* attendance and accompanying traffic flows would increase by more than 120%. This increase in Church traffic, along with an assumed total of 10% growth in background traffic along Scott-Troy Road over the next several years, is reflected in the future traffic forecast shown in **Exhibit 5**. Clearly, under the current access plan, this level of Church-generated traffic would substantially change the character of Keck Ridge Drive during the peak hours of a Sunday. Furthermore, it also anticipated that hourly flows in excess of the comfortable 250 vph threshold would be experienced for numerous hours throughout the week, particularly with the addition of a school on the site.

Capacity analyses were repeated using the peak hour traffic forecasts in **Exhibit 5** to evaluate the ability of the existing access plan to accommodate the sanctuary expansion from a capacity standpoint. As shown in **Table 4**, the intersection of Scott-Troy Road and Keck Ridge Drive would experience some minor capacity constraints (LOS E for the relatively low number of exiting left-turns) during Sunday peak hour operations if the current access plan were maintained following the Church's expansion (not withstanding the character issues described previously or the on-site circulation constraints discussed below).

Table 4 Forecasted Operating Conditions—Full Occupancy of Expanded Sanctuary Existing Access Plan Remains O’Fallon, Illinois	
<i>Intersection/Approach</i>	<i>Typical Sunday Peak Hour</i>
Scott-Troy Road at Keck Ridge Drive – Unsignalized	
Northbound Left Turn	A (9.2)
Eastbound Left Turn	E (41.2)
Eastbound Right Turn	B (13.0)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)

Consequently, if the sanctuary is expanded as proposed, it is recommended that the Church pursue a modified Traffic Management Plan to accommodate the increased peak periods of overlapping inbound and outbound traffic flows. It is our understanding that the Church has prepared a TMP in which ingress and egress would be accommodated via both Keck Ridge Drive and Hilltop Lane during peak service periods. Specifically, Hilltop Drive would have entrance-only driveways accessing both the front parking lot and a proposed center drive directly behind the expanded sanctuary. An exit-only driveway would be provided further to west on Hilltop Lane to separate entering and exiting traffic within the site to the extent possible. **Figure 2** provides an overview of the proposed plan following construction of the expanded sanctuary.

Exhibit 6 summarizes the peak hour traffic forecast with the proposed TMP in place, and **Table 5** provides the expected operating conditions at both intersections with Scott-Troy Road. As can be seen, acceptable operating conditions would be expected at both study intersections.

Furthermore, the proposed plan would effectively reduce peak hour flows on Keck Ridge Drive to approximately 255 vph, which would generally maintain the residential character of that street. Conversely, peak flows of approximately 480 vph would be expected on Hilltop Lane near Scott-Troy Road, though that traffic would dissipate to only 210 vph to the west of the proposed center drive. Given the substantially lower housing density and the increased front-yard setbacks of homes on Hilltop Lane, the heavier peak period flows may be more acceptable on that roadway from a character standpoint, as compared to Keck Ridge Drive.

Outside of peak times surrounding Sunday Church services, the overlapping of inbound and outbound traffic flows is less of a concern, and the personnel needed to effectively implement a TMP would not likely be available. Therefore, the preliminary site plan was reviewed to determine an appropriate means of accommodating non-peak traffic throughout the remainder (majority) of the week.

Table 5 Forecasted Operating Conditions—Full Occupancy of Expanded Sanctuary With Traffic Management Plan O’Fallon, Illinois	
<i>Intersection/Approach</i>	<i>Typical Sunday Peak Hour</i>
Scott-Troy Road at Keck Ridge Drive – Unsignalized	
Northbound Left Turn	A (8.2)
Eastbound Left Turn	C (15.8)
Eastbound Right Turn	B (10.5)
Scott-Troy Road at Hilltop Lane – Unsignalized	
Northbound Left Turn	A (8.9)
Eastbound Approach	B (14.9)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)

For day-to-day operations outside of peak Church services, it is recommended that Hilltop Lane be utilized as the primary means of access (ingress and egress) for the site following the expansion of the sanctuary. Given the disproportionate aspect ratio of the site (long east-to-west with narrow north-south road frontage), Hilltop Lane represents the only means of effectively serving the entire length of the planned campus unless a substantial internal circulation road can be provided on-site. As indicated on the preliminary site plan, all future building expansions and parking provisions would be located to the west of the existing sanctuary, and it does not appear that adequate space would be available to provide a functional on-site circulation system under this plan.

Consequently, the use of Hilltop Lane as a primary means of both ingress and egress would be necessary to provide effective day-to-day access to the entire site under the proposed plan. It is recommended that the current connection to Keck Ridge Drive be retained as a secondary access point and a key component to any Traffic Management Plans (primarily for ingress during peak periods as discussed above). The existing driveway on Keck Ridge Drive could be gated at the right-of-way line during non-peak times to force all access to use Hilltop Lane.

In conjunction with its increased use by an expanded Church campus, it is recommended that Hilltop Lane be improved between Scott-Troy Road and the westernmost proposed driveway. Specifically, the road should provide a minimum of 24 feet in width between Scott-Troy Road and the proposed center access (directly behind the expanded sanctuary), while the section between the center and western access could operate acceptably with a minimum of 20 feet in width due to the decreased two-way traffic flows in that area (based on the peak period TMP). The pavement cross section should be upgraded to meet current City standards with adequate drainage facilities.

Furthermore, it is recommended that a northbound left-turn lane be provided on Scott-Troy Road at its intersection with Hilltop Lane in conjunction with the expansion of the sanctuary. Specifically, the existing three-lane section at Keck Ridge Drive would be extended several hundred feet to the south to provide a standard left-turn lane with a storage capacity of 265 feet (the minimum turn bay length on a 55 mph roadway required by County and IDOT standards). An exclusive turn lane would substantially improve the safety of utilizing Hilltop Lane for Church patrons arriving from the south (currently approximately 90% of all Church traffic), and its need would be particularly prevalent with the introduction of a future school on the site.

With respect to the reserved tract to the west on Keck Ridge Drive that was originally anticipated to provide secondary access, a driveway at that location could also be considered to relieve on-site congestion and limit resulting queues on the public roads, but that alternative access would increase the incursion of Church traffic further into the residential area.

Parking Needs

The City requested that we identify the number of parking spaces needed at various stages of development on the Church site to minimize/eliminate parishioners parking on the public streets with the possible exception of major religious holidays (such as Easter and Christmas). As part of that discussion, the proximity of the available parking spaces both on site and on street to the activity centers must be considered.

Current Conditions

For 450 seats, the City's code requires 180 parking spaces based a minimum 2.5 spaces per seat. It should be acknowledged that the City code should be considered a "rule of thumb" and a minimum; that is to say, the City code minimum requirement may not be sufficient to address all sites covered by a land use designation. Individual site needs tend to vary widely. As noted in our observations during the traffic counts, there was insufficient parking on the site to accommodate the peak demands on a lower than average attendance day. Approximately 5-10 parishioners parked on Keck Ridge Drive. Therefore, it was concluded that the City's minimum code requirements fall short when compared to the parked cars for this Church.

CBB typically observes vehicle occupancies on the order of 2.2 to 2.5 persons per parked vehicle at suburban churches. For the 464 attendees on the count date, we would anticipate a need for 186 to 211 parking spaces. While we did not complete any parking occupancy counts on the site, it is clear that the parking needs of the site exceeded the 180 spaces currently provided based on the 5-10 vehicles observed parking on Keck Ridge Drive. For a typical Sunday peak hour service with 574 attendees, we would anticipate the current need to be in the range of 230 to 261 parking spaces.

Proposed Youth Center Addition

With the additional 150 seats of capacity in the youth center, the City's code only requires 60 additional parking spaces. Based on vehicle occupancies norms, we would anticipate a need for a total of approximately 290 total parking spaces on the site once the site reaches attendance saturation again in a few years.

Future Sanctuary Expansion

The City code requires 400 spaces based on the 1,000 seats in the future sanctuary and 60 spaces for the youth center for a total of 460 spaces. Due to the much larger size of the congregation and the potential lack of parking on site ultimately, the vehicle occupancies may begin to rise up toward the higher end of the range, 2.5 persons per parked vehicle. Based on a total attendance projection of 1,275 at capacity, we would anticipate a need for a total of 510 total parking spaces on the site once the site reaches ultimate attendance saturation.

Other Parking Considerations

It should be noted that the parking demand numbers calculated above do not include any surplus (open) spaces generally recommended to promote efficient circulation and parking turnover. For facilities similar to churches, industry standard publications include studies that have found parking areas which operate at or above 90% occupancy appear full to users due to long circulation times required to find very few open spaces which also tend to be more remotely located.

Additionally, the location of the available parking on the site was considered regarding its proximity to the sanctuary and other activity centers on the site. Since a majority of the parking areas on the site will be located at the far west end of the site and the sanctuary is located near the east end, some parishioners may choose to park on the residential streets if allowed due to the closer proximity to their ultimate destinations. Some consideration should be given to the location of the parking spaces on the proposed site plan when considering the potential off-site impacts in the review process.

Summary of Findings

Based upon the preceding discussion, the following may be concluded regarding the traffic impacts associated with the proposed expansion of the New Life in Christ Interdenominational Church:

1. On a typical Sunday, Keck Ridge Drive currently carries approximately 350 vehicles between Scott-Troy Road and the existing Church driveway/Planters Crossing during the heaviest peak hour, which exceeds the comfort threshold for maintaining the residential character of a street (<250 vph). However, traffic levels of this magnitude are isolated to only a few hours per week, which may make this condition more palatable to adjoining residents.
2. We noted that 90% of all of the Church's traffic was oriented to and from the south on Scott-Troy Road.
3. While the proposed youth center would not be expected to generate appreciable traffic demands on its own accord, it would be utilized during Church services by teenagers and younger children who would otherwise be seated in the sanctuary. Therefore, its use will provide some relief to the current seating constraints in the sanctuary during peak attendance times and facilitate the continued growth of the Church over the next one to two years.
4. With the youth center in place, it is anticipated that Sunday peak hour flows on Keck Ridge Drive would increase to approximately 410 vph in the next few years. Although these traffic levels would remain isolated to a few hours per week, the anticipated increase in flows in front of the homes fronting Keck Ridge Drive would be significant.
5. If a decrease in peak hour traffic flows on Keck Ridge Drive were desired, it appears that Hilltop Lane could be utilized as a means of exiting the site as part of a Traffic Management Plan (TMP). Under this plan, all entering traffic would utilize Keck Ridge Drive, while most exiting traffic (with the exception of those motorists destined to the west on Keck Ridge Drive and a small volume destined to Scott-Troy Road from the proposed rear parking lot) would be directed to Hilltop Lane via a new exit-only driveway from the front parking lot.

Field measurements confirmed that adequate sight distance is available for all movements at the intersection of Scott-Troy Road and Hilltop Lane. If access to Hilltop Lane is pursued in conjunction with the youth center, it is recommended that the roadway be improved between Scott-Troy Road and the new exit-only driveway to provide a minimum of 20 feet in width to allow two-way traffic (for entering residents) and a pavement cross section that is upgraded to meet current City standards with adequate drainage facilities.

We acknowledge that there may be significant challenges for the Church to accommodate its traffic burdens on the adjacent public roadways including, but not limited to: right-of-way and easement dedication/acquisition, topographic issues, water cleanliness and detention requirements, utility relocations or adjustments, maintenance of access to adjoining properties, design costs, construction costs, etc. Any changes to Keck Ridge Drive or Hilltop Lane will require City approvals and permits. Furthermore, any changes to Scott-Troy Road will require County approvals and permits. The County may also require Intersection Design Studies (IDS) approval prior to consideration of any roadway improvement construction plans.

6. It is our understanding that the Church plans additional expansions over the next 2-5 years, though these facilities are not included in the current proposal under consideration by the City. Nevertheless, it is important that the potential impacts of these expansions be considered in the current planning efforts for the NLICI Church campus.

The most significant planned facility is the expansion of the sanctuary from its current capacity of 450 seats to accommodate approximately 1,000 seats by the year 2010. In the long term (more than five years in the future), two additional facilities may be added to provide a school and a natatorium.

7. It is anticipated that peak hour attendance and accompanying traffic flows would increase by more than 120% with the expansion of the sanctuary. Under the current access plan, this level of traffic would create capacity constraints at Scott-Troy Road, and it would substantially impact the residential character of Keck Ridge Drive during the peak hours of a Sunday. In fact, hourly flows in excess of the typical residential character threshold would likely be experienced for numerous hours throughout the week.
8. Consequently, if the sanctuary is expanded as proposed, it is recommended that the Church pursue a modified TMP to accommodate peak periods of overlapping inbound and outbound traffic flows. The TMP evaluated as part of this study should effectively reduce peak period traffic flows on Keck Ridge Drive to levels consistent with the character of a residential street. Conversely, heavy peak flows would be expected on Hilltop Lane near Scott-Troy Road, though that traffic would dissipate greatly to the west of the proposed center drive. Given the substantially lower housing density and the increased front-yard setbacks of homes on Hilltop Lane, the heavier peak period flows may be more acceptable on that roadway from a character standpoint, as compared to Keck Ridge Drive.

9. For day-to-day operations outside of peak Church services, it is recommended that Hilltop Lane be utilized as the primary means of access (ingress and egress) for the site following the expansion of the sanctuary. Given the disproportionate aspect ratio of the site, Hilltop Lane represents the only means of serving the entire length of the planned campus unless a substantial internal circulation road was provided on-site. We recommend consideration for closing the exit only driveway onto Hilltop Lane upon completion of the sanctuary expansion and extension of Hilltop Lane to the west end of the site.
10. In conjunction with the sanctuary expansion, it is recommended that Hilltop Lane be improved between Scott-Troy Road and the westernmost proposed driveway. Specifically, the road should provide a minimum of 24 feet in width between Scott-Troy Road and the proposed center access, while the section between the center and western access could operate acceptably with a minimum of 20 feet in width (based on the proposed TMP). The pavement cross section should be upgraded to meet current City standards with adequate drainage facilities.
11. It is also recommended that a northbound left-turn lane be provided on Scott-Troy Road at its intersection with Hilltop Lane at that time. As noted in item 5 above, there may be significant challenges and County approvals will be required.
12. We do not advocate any direct access to Scott-Troy Road for the site now or in the future. The on-site circulation limitations created by the existing buildings would render any such relatively useless to serve the parking future parking areas on the west end of the site.
13. While constructing the secondary access directly to Keck Ridge Drive on the Church's west lot would increase the encroachment of Church traffic further into the residential area, a general lack of efficient circulation on site may benefit from using the public road as an ancillary connection to the west parking areas. Effectively, the narrow site would benefit from using both public roads as circulation routes for movements that are typically more appropriate to occur on site.
14. The location of the proposed parking should be reconsidered with respect to proximity to the activity centers on the campus to minimize unintended displacement of parishioners onto the residential streets.
15. Based on our field observations and subsequent calculations, it appears that the number of parking spaces should be increased for the youth center project to approximately 290 spaces. Upon completion of the sanctuary expansion, we recommend that the number of parking spaces be increased to a total of at least 510 spaces. If provisions cannot be made to provide additional parking by acquiring additional ground on adjacent tracts or constructing structures, the density of the site should be reduced.

Beyond the on-site circulation and parking deficiencies noted above, it should be reiterated that there are no apparent capacity constraints related to the peak hour volumes entering and exiting the Church (assuming the Traffic Management Plan discussed herein). Our concerns are focused on the volume of traffic and its potential negative impacts to the residential character of the City



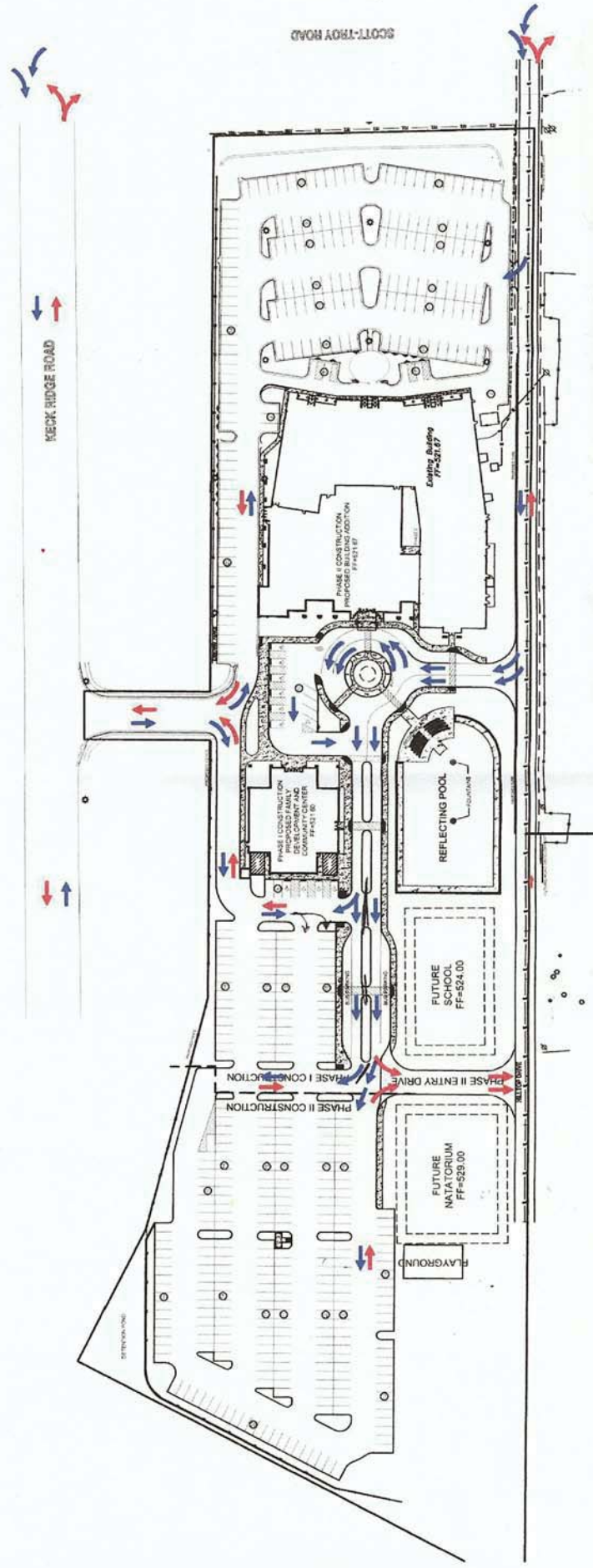
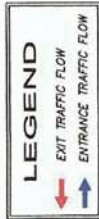
neighborhood streets. The recommendations included in this report cannot eliminate the impacts of the Church's traffic, but are intended to minimize its effects on the local residents.

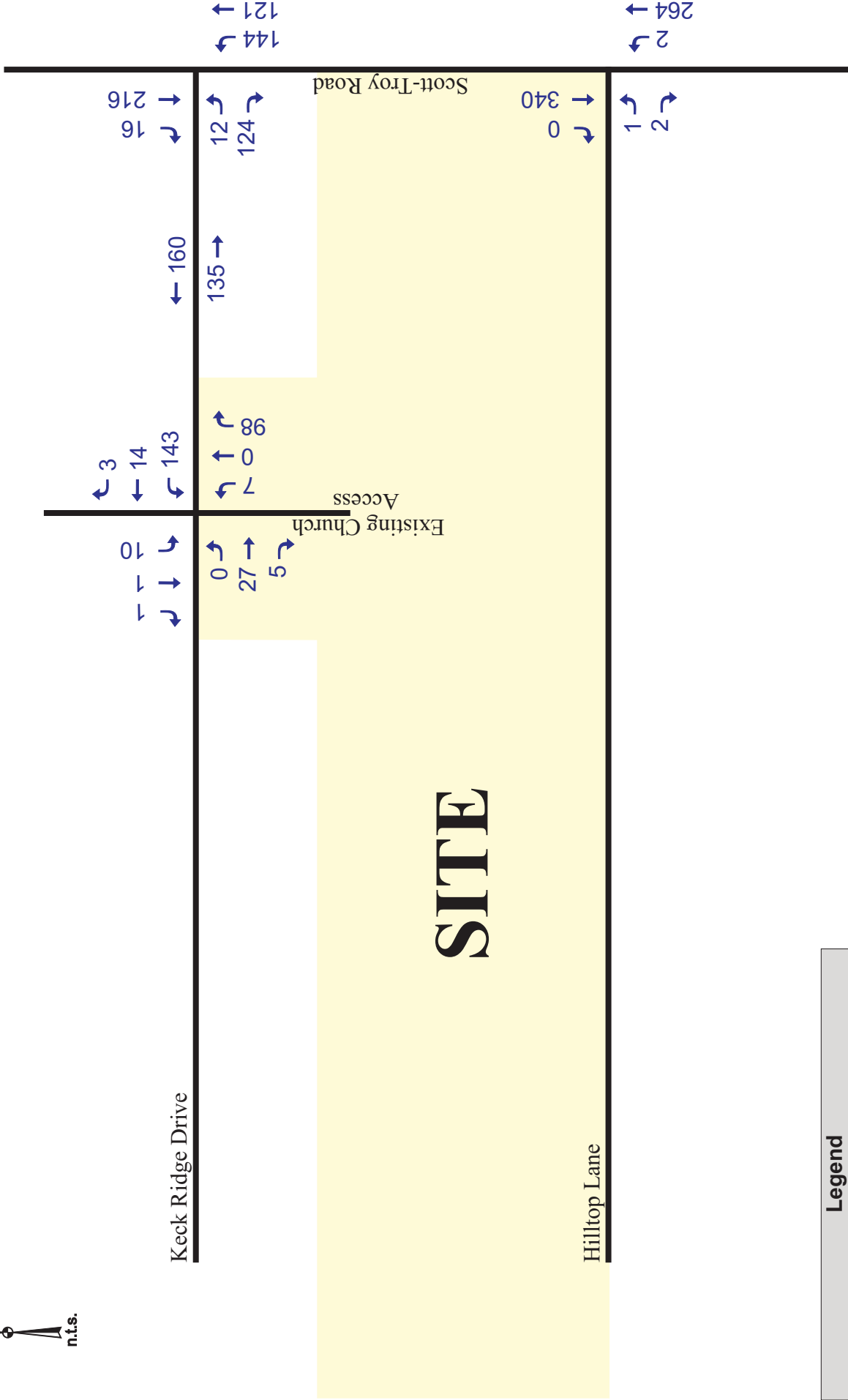
We trust that you will find this information useful in your planning processes. We acknowledge that there are many other factors that must be considered with respect to site planning. However, we have attempted to provide recommendations in accordance with generally accepted traffic engineering principles and sound engineering judgment. Consequently, it is understood that not all of the concepts presented herein may be feasible when weighed against those other considerations.

Should there be any questions or need for additional information, please contact Lee Cannon in our St. Louis office by phone at 314-878-6644 ext. 12 or via electronic mail at LCannon@CBBTraffic.com or Dustin Riechmann in our Glen Carbon office at 618-656-2612 ext. 11 or DRiechmann@CBBTraffic.com.

Attachments (Figure 2, Exhibits 1-6)

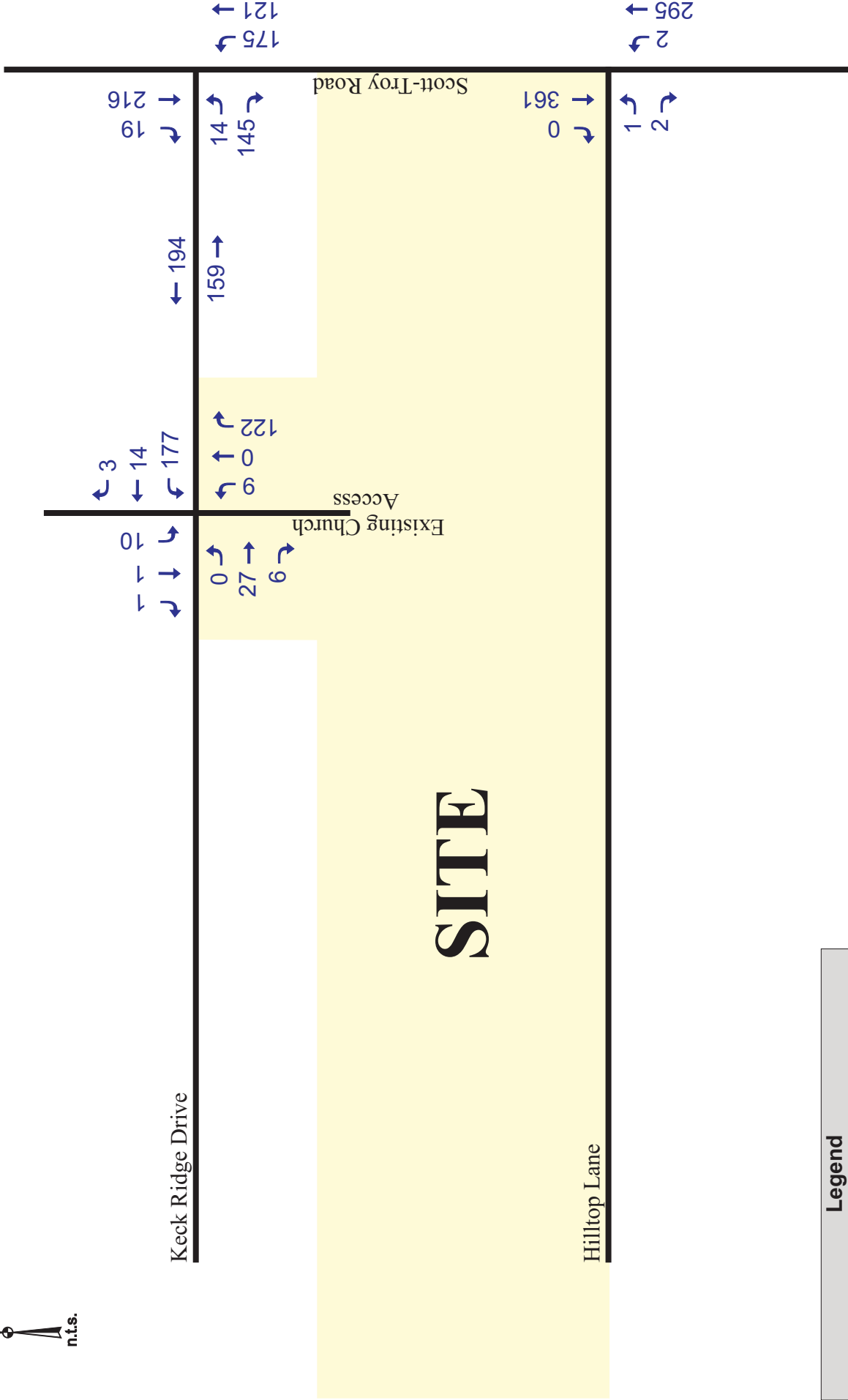
Figure 2
Proposed Traffic Management Plan
Expanded Sanctuary during Peak Times





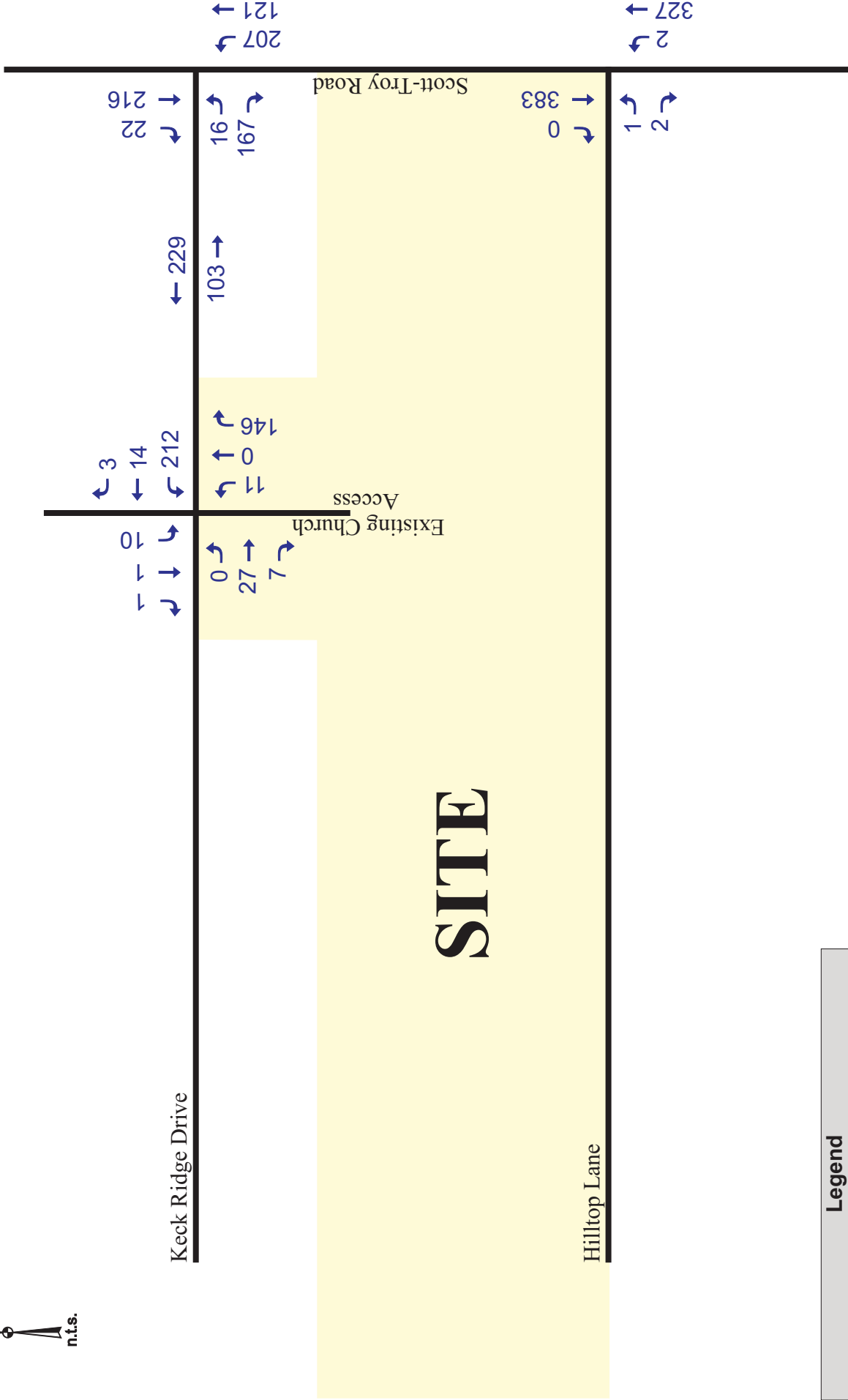
Legend
XX = Sunday Peak Hour Traffic (10:00 - 11:00 AM)

Exhibit 1: Existing Sunday Peak Hour Traffic (As Counted 4/13/2008)



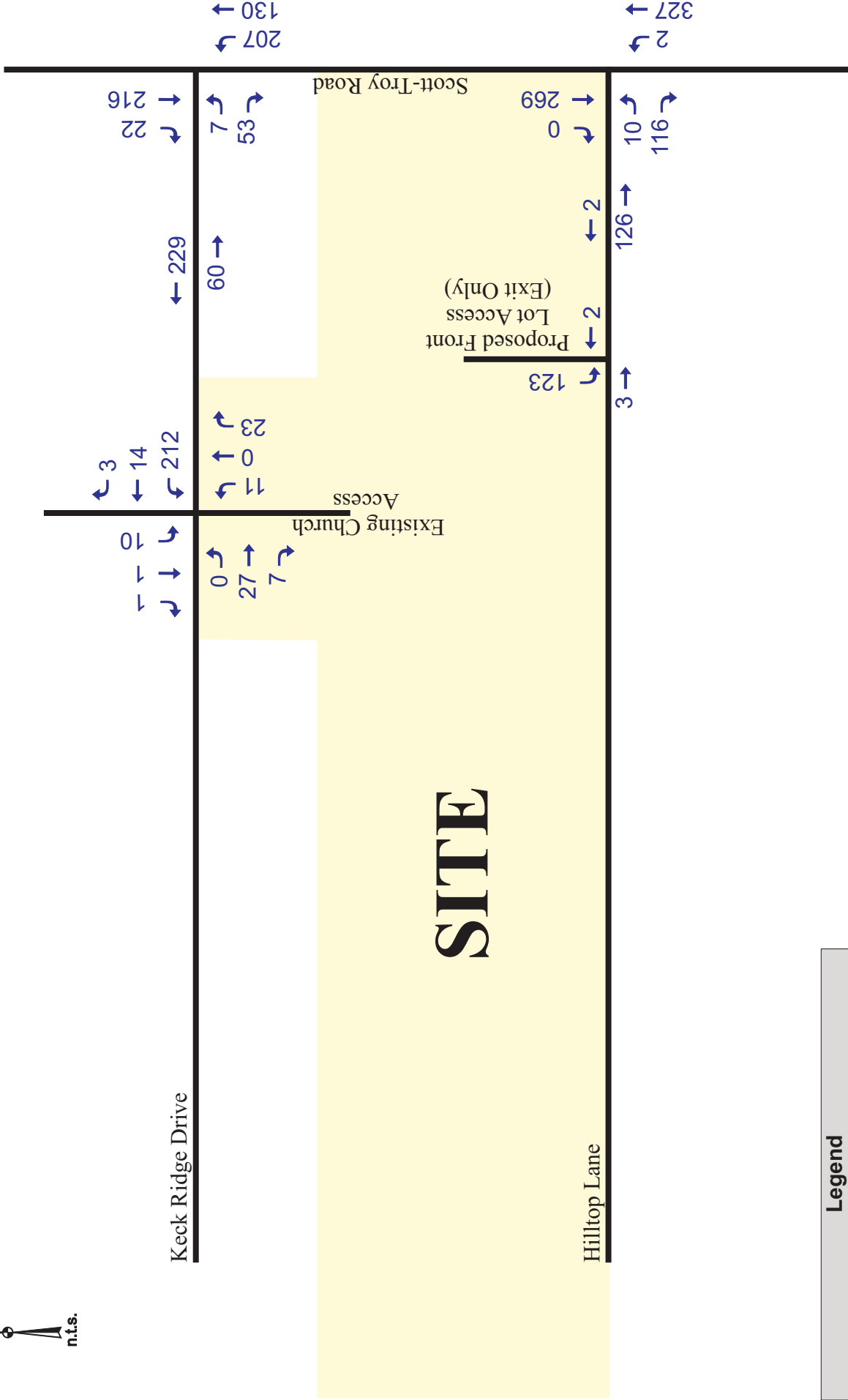
Legend
XX = Sunday Peak Hour Traffic (10:00 - 11:00 AM)

Exhibit 2: Existing Sunday Peak Hour Traffic (Typical Sunday - 24% Higher than Counted)



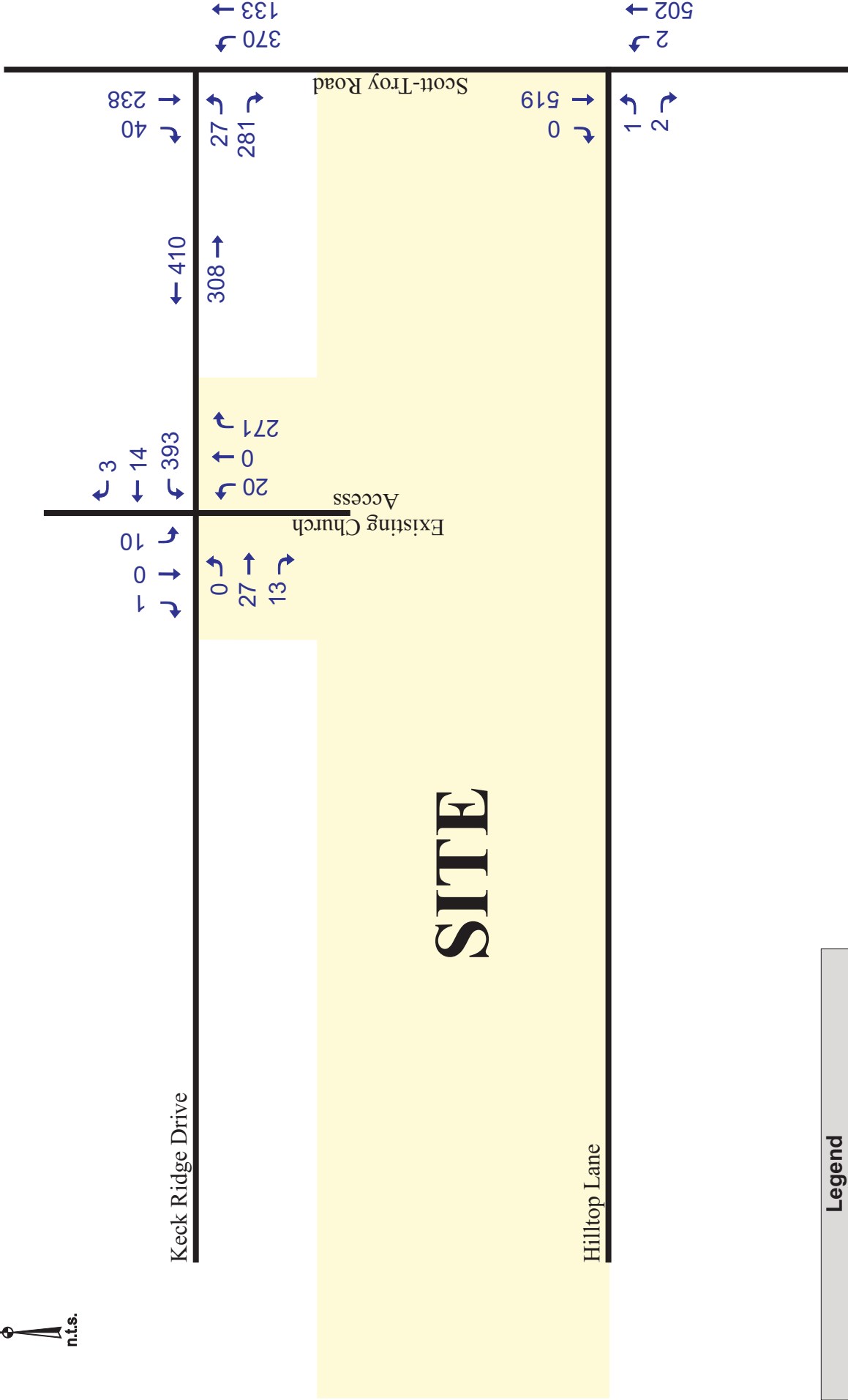
Legend
XX = Sunday Peak Hour Traffic (10:00 - 11:00 AM)

Exhibit 3: Forecasted Sunday Peak Hour Traffic - Future Year with Youth Center
(Existing Access Remains)



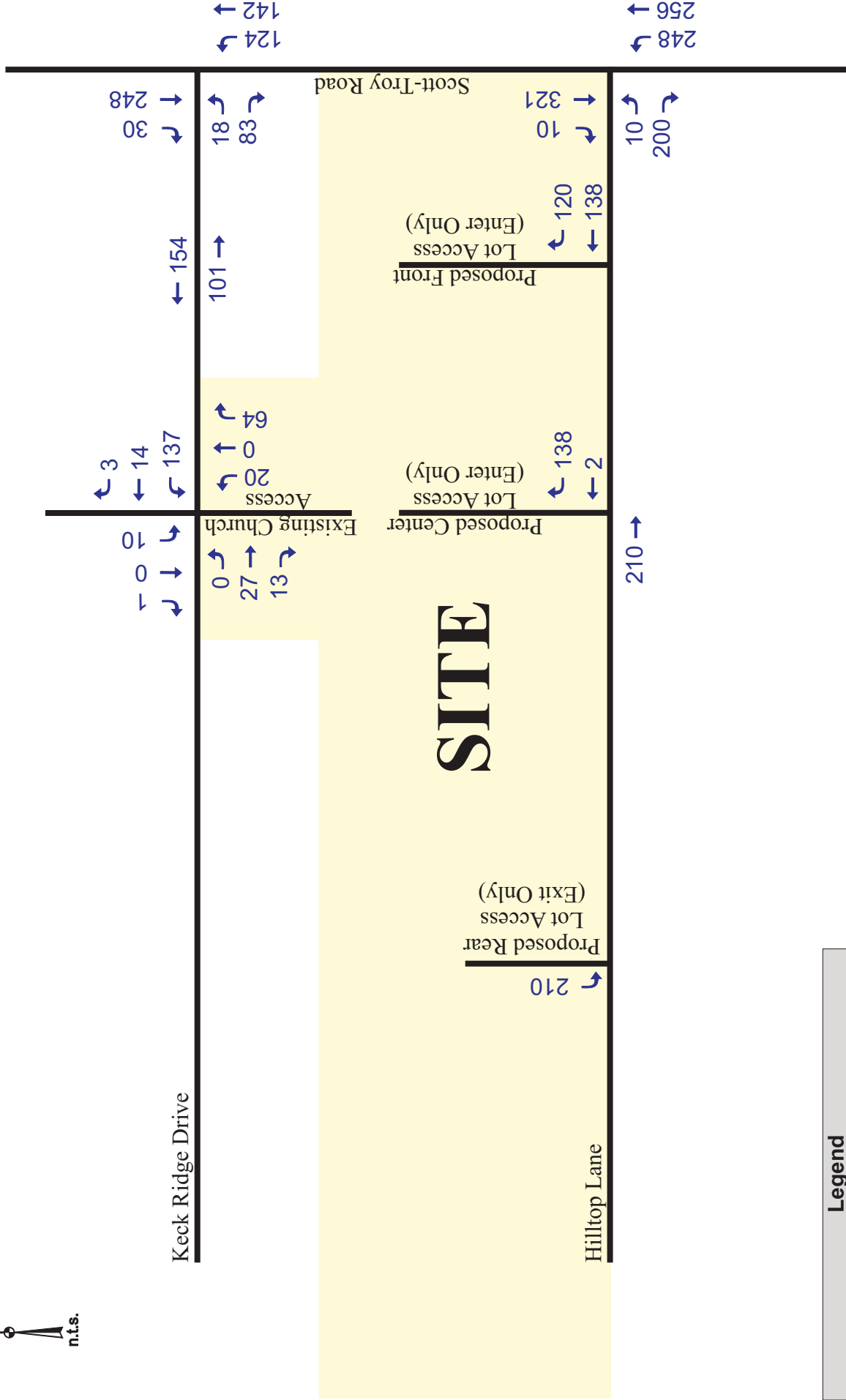
Legend
XX = Sunday Peak Hour Traffic (10:00 - 11:00 AM)

Exhibit 4: Forecasted Sunday Peak Hour Traffic - Future Year with Youth Center
(with Recommended Traffic Management Plan)



Legend
XX = Sunday Peak Hour Traffic (10:00 - 11:00 AM)

Exhibit 5: Forecasted Sunday Peak Hour Traffic - Full Occupancy of Expanded Sanctuary
(Existing Access Remains)



Legend
XX = Sunday Peak Hour Traffic (10:00 - 11:00 AM)

Exhibit 6: Forecasted Sunday Peak Hour Traffic - Full Occupancy of Expanded Sanctuary
(with Proposed Traffic Management Plan)

September 30, 2003

Mr. Ted K. Shekell, AICP
Planning Director
City of O'Fallon
255 South Lincoln Avenue
O'Fallon, Illinois 62269

RE: Traffic Planning Evaluation
Keck Ridge Church Site
O'Fallon, Illinois
CBB Job No. 158-03

Dear Ted:

In accordance with your request, Crawford, Bunte, Brammeier has completed a review of traffic and parking related issues for a proposed church in the Keck Ridge subdivision in O'Fallon, Illinois. We understand that a new collector street connection to Scott Troy Road, Keck Ridge Drive, has been proposed to provide access to the Keck Ridge Subdivision in the northwest quadrant of Scott Troy Road and Hilltop Drive.

Scott Troy Road is a two-lane arterial highway maintained by the St. Clair County Highway Department. The posted speed limit is 55 mph.

Purpose

In accordance with your direction, the purpose of this planning level analysis would be to evaluate the site access plan as it is proposed and to also identify appropriate and/or ideal access configurations (independent of the current site plan). We have based our comments on the current improvement plan that you provided.

We have identified the minimum number of vehicular access points that would be required to serve the proposed church and their most appropriate locations based on current, applicable access management principles. We have also considered potential conflicts with other existing driveways, appropriate spacing from major intersections, the anticipated need for auxiliary lanes to serve the entrance(s), and the relevance of cross-access. We have also re-evaluated the need for auxiliary lanes on Scott Troy Road at the Keck Ridge Drive intersection and reviewed the proposed alignment of the collector street through the subdivision.

Specifically, the following issues have been addressed:

1. Is a left-turn or right-turn lane required on Scott Troy Road?
2. How will traffic at the proposed church entrance impact Lots 1-20?
3. What are the potential impacts on the property from IDOT's Gateway Connector?
4. Are additional improvements needed on the Keck Ridge collector street?
5. Does the discontinuous alignment of the collector street negatively impact its utility?
6. Is a second entrance needed for the church site? Where is the most appropriate location?
7. Is the parking adequate and what are the potential impacts for on-street parking?
8. Is there any need to widen other streets within the subdivision to accommodate the church access or collector street connections?

Evaluations

1. Is a left-turn or right-turn lane required on Scott Troy Road?

As you know, our firm previously completed an access evaluation for the subdivision. That study memorandum, dated July 3, 2002, was reviewed as a first step in this evaluation, and a copy is attached for your reference. The focus of the previous study was to determine the need for left and right turn lanes to accommodate the new entrance proposed on Scott Troy Road serving the residential subdivision. We understood that the Keck Ridge development was proposed with 149 homes served by a single entrance on Scott Troy Road. Connections within the subdivision provided cross access to the west and allowed access to Seven Hills Drive. The conclusions of that study indicated that a southbound right-turn lane should not be necessary on Scott Troy Road at the new intersection with Keck Ridge Drive, but a northbound left-turn lane should be strongly considered since the design hour volumes well exceed the minimum standards for requiring the auxiliary lane.

In response to issue number 1, **our recommendation that a northbound left-turn lane should be constructed on Scott Troy Road has not changed.** The residential lots will generate a substantial level of traffic to warrant the installation for maintaining safe and efficient traffic flow.

The church will not likely increase traffic during the typical a.m. and p.m. commuter peak hours of a typical weekday; however, the church will create significant recurring traffic demands at the intersection during certain hours. Northbound left-turns traveling to the church would be expected to peak before each service on Sunday morning. Other, lower traffic events could occur nightly during the week with more typical Church activities on Wednesday, Friday and Saturday evenings. The potential presence of a parochial school on the site could add a.m. peak hour and afternoon dismissal hour trips as well.

2. *How will traffic at the proposed church entrance impact Lots 1-20?*

The additional trips to and from the church development will increase traffic before and after church events on Keck Ridge Drive between the church entrance and Scott Troy Road and to a lesser extent west of the church entrance.

Since access to the church is currently provided on Keck Ridge Drive only, the site is effectively a “flag lot”. The church’s only frontage on Keck Ridge Drive is the entrance. This access configuration is awkward and may create some inconvenience for the adjacent homeowners. It may not be readily apparent to motorists traveling east-west on Keck Ridge Drive that vehicles ahead of them are accessing a major activity center entrance, since the church may be obscured by the homes along the south side of the street. This could create operational and safety issues if not properly addressed.

At a minimum, we recommend widening Keck Ridge Drive to provide a westbound left-turn lane at the church’s entrance if it remains the primary entrance (see issue number 6). Furthermore, church entrance ahead warning signs (MUTCD Number W39-3) should be posted in advance of the intersection on both sides.

As noted in item 7 below, if on-site parking is inadequate, the church patrons may also park along Keck Ridge Drive. It is unclear the path that those patrons would take from their vehicles to the church entrance; however, that should be addressed.

3. *What are the potential impacts on the property from IDOT’s Gateway Connector?*

Although the impacts are unknown at this time, we are aware that IDOT could choose to improve the Scott Troy Road alignment in the future as part of the Gateway Connector. It is IDOT’s intent to place deed restrictions on property along the corridor so that ongoing development does not preclude the feasibility of the future transportation corridor. Potentially, a substantial amount of right-of-way could be necessary on one or both sides of the existing corridor. The timeframe for any changes is also unknown at this time.

A substantial portion of this site’s frontage could ultimately be acquired by IDOT without a total taking of the property. It would be prudent to consider the potential impacts to site issues including parking sufficiency, on-site circulation, building siting and configuration, etc.

4. *Are additional improvements needed on the Keck Ridge collector street?*

Generally accepted planning principles suggest that large arterial and collector streets used for through traffic should not bisect residential areas, rather be located along their edges. In addition, curb cuts for individual land uses should be avoided on the arterials and discouraged on the collectors. While a driveway for the church would be acceptable along a collector street, residential driveways are typically not.

All too often, these basic principles are disregarded due to land efficiency concerns of developers, and the resulting public street systems are less efficient and more hazardous for the users. We would normally recommend that no driveways be allowed to access the collector street. Based on this development plan, significant modifications would be required to meet that restriction. Strictly evaluating the issues related to the changes in conditions due to the addition of the church, the City may wish to restrict or limit access to the property between Scott Troy Road and the church's entrance.

Please see issue number 3 regarding the intersection improvement at the church entrance.

5. Does the discontinuous alignment of the collector street negatively impact its utility?

Based on the current site plan, east-west through traffic will be required to turn at two intersections along the west end of this development. It would appear that this discontinuous alignment is also a result of land efficiency concerns of the developer. If the City intends the route to serve as a collector through the development providing access between Scott Troy Road and the areas west of the site, we recommend that the alignment be modified to provide a continuous street.

If the City merely wishes to allow connectivity as a residential collector, the discontinuous alignment of the street may not negatively impact its ability to provide access if the intersections are designed appropriately. The alignment may in fact be beneficial in slowing through traffic. We would not anticipate the need to provide any auxiliary lanes at either intersection. The road alignments, building setbacks and landscaping setbacks should be set to maximize sight distance at those intersections. If adequate sight distance is available for the design speed, stop signs will only be required for the side street movements. If the sight distance cannot be attained, potentially unwarranted all-way stops will be required. This option would require identification of an alternative alignment for the collector street function in the area.

6. Is a second entrance needed for the church site? Where is the most appropriate location?

We generally recommend two means of ingress/egress for major activity centers. The ability to provide two entrances for the church is even more critical due to the event nature of the traffic generation. That is, a majority of the traffic enters and leaves the site within a short time frame.

Due to the location of the site and awkward frontage on Keck Ridge Drive, we believe that the most prudent access would be directly to and from Scott Troy Road. Additional access further west along Keck Ridge Drive or from other internal intersections would only draw the church's traffic impacts further into the residential neighborhood. Since the church's trip generating characteristics are much different from other uses, the impact would not be similar to another public street intersection or private entrance.

Due to the location of Hilltop Drive, we recommend improving (reconstructing) a portion of Hilltop Drive along the church's southern boundary between Scott Troy Road and the building to serve the church and the homes on Hilltop Drive. Hilltop Drive to the west can be connected to the improved entrance/access easement. This will eliminate the need for a third curb cut along the short section of Scott Troy Road. We recommend that the improved access include one inbound lane and separate left-turn and right-turn exit lanes. A second inbound lane would be beneficial to reduce the potential for internal congestion creating problems at the Scott Troy Road intersection. The northbound left-turn lane on Scott Troy Road (recommended in item 1 above) should be extended further south to provide storage for the church entrance/Hilltop Drive. Furthermore, we understand that some issues with regard to sight distance have been raised with respect to access at Hilltop Drive.

Verification of the intersection sight distance is beyond the scope of this report; therefore, we recommend that the owner's site engineer verify the ability to provide visibility in both directions. For your information, the appropriate intersection sight distance along a roadway with a posted speed limit of 55 mph is 665 feet.

If allowed, the entrance on Scott Troy Road would serve as the primary access. The entrance on Keck Ridge Drive would still be useful to allow traffic from the subdivision and areas to the west to enter/exit without using Scott Troy Road. The primary access would likely require a northbound left-turn lane on Scott Troy Road, two entering lanes, and separate left and right-turn exit lanes. We recommend that the first internal curb cut be located at least 200 feet west of Scott Troy Road to minimize disruption to the public street from internal parking maneuvers.

7. Is the parking adequate and what are the potential impacts for on-street parking?

Although zoning ordinances may differ, we typically find that parking for church events ranges from one parking space for every 2.0 to 2.5 attendees. For peak events, the parking demand is generally calculated using the number of sanctuary seats divided by 2.5. There is additional demand associated with back-to-back services in congregations where size dictates. Where entering and exiting patrons are exchanging spaces within the parking lot between services, a surplus factor of 10 to 15 percent is usually added. This ensures that some spaces will remain open for inbound motorists. Search and find circulation is often difficult with lots above 90 percent capacity, since the lot appears "full".

We understand that the Phase 1 building may allow for 450 seats and the ultimate sanctuary may have 700 seats. Based on our calculations, an adequate number of parking spaces would be 200 spaces for Phase 1 and 310 spaces for the ultimate phase.

We also noted that providing additional parking on the site with convenient pathways into the building may be difficult due to the limited setback from Scott Troy Road and limited north-south dimension of the lot. As a model, we prefer major activity sites that place the building in the center of the developed area with parking around the entire structure, the major circulatory roadways outside the parking boundary, a passenger drop-off/pick-up loop (possibly covered) adjacent to the main entrance, multiple entrances to serve the parking areas, and well defined pedestrian pathways adequately sized to allow circulation adjacent to the building and near the entrances. These design characteristics improve traffic and personal safety as well as convenience and operational efficiency.

8. *Is there any need to widen other streets within the subdivision to accommodate the church access or collector street connections?*

We do not believe that the traffic impacts of the church will require additional improvements to the subdivisions streets with the exception of the westbound left-turn lane on Keck Ridge Drive (see issue 2 above) if Scott Troy Road access is not allowed.

In order to eliminate the use of the parallel roadway north of Keck Ridge Drive by through traffic, we recommend deleting a short segment of that roadway on its western end.

We trust that this analysis addresses your issues of concern related to the Keck Ridge church site. Should you have any questions concerning this letter, please contact our office.

Sincerely,



Lee Cannon, P.E., PTOE
Associate



MEMORANDUM

TO: Mr. Ted K. Shekell, AICP

FROM: Lee Cannon, P.E.

DATE: July 3, 2002

SUBJECT: Turn Lane Evaluations
Scott Troy Road
CBB Job No. 101-02

In accordance with your request, Crawford, Bunte, Brammeier (CBB) has evaluated the need for left and right turn lanes to serve several new entrances proposed on Scott Troy Road in O'Fallon Illinois. We understand that two new residential subdivisions are under consideration for development with access to Scott Troy Road. The purpose of this study was to forecast the number of new trips that the subdivisions would generate during the peak hours, assign those trips to the area road system and determine the need for auxiliary lanes to accommodate the turn movements. The focus of our analysis was the design hourly volumes (DHV's), which were derived from average daily traffic volumes (ADT's) acquired from the Illinois Department Of Transportation (IDOT) for Scott Troy Road and from the a.m. and p.m. peak hour trip forecasts for the residential developments.

Scott Troy Road is a two-lane arterial highway maintained by the St. Clair County Highway Department. The posted speed limit is 55 mph.

One of the developments, Braeswood, is located east of Scott Troy Road just north of Borchers Lane, and the other development, Keck Ridge, is located north of Oak Hill School Road on the west side of Scott Troy Road. The Braeswood subdivision consists of three separated communities with a total of 181 homes served by three proposed entrances on Scott Troy Road. Additional residential and commercial development is proposed with separate access.

The Keck Ridge development is expected to serve 149 homes with a single entrance on Scott Troy Road. Connections within the subdivision will provide cross access to the west and will allow access to Seven Hills Drive.



Mr. Ted K. Shekell, AICP
July 3, 2002
Page 2 of 5

IDOT has standards for the requirement of turn lanes published in Chapter 36 of the Bureau of Design and Environment Manual (BDE). Figure 36-3A was used to determine the need for right-turn lanes, while Figure 36-3C was used to determine the need for left-turn lanes. Design hourly volumes are used in the analyses including the left or right turning movement volume, the total advancing traffic volume in the same direction as the turning movement and the total opposing traffic volume.

In order to determine if turn lanes are necessary, the design hourly volumes must be identified. Average daily traffic volumes were obtained from IDOT for the roadways serving the site. Exhibit 1 illustrates the ADT's for the area roadways. Seven Hills Road is included since the Keck Ridge development will have cross access connections to allow access to that roadway. According to IDOT, it is generally accepted that 8%-12% of the ADT volumes represent the typical DHV for roads in the area. Table 1 displays the ADT and the generated Directional Design Hourly Volumes (DDHV), assuming 10% of the ADT and 65% traveling to and from the south in the p.m. peak period.

<i>Road Segment</i>	<i>Location</i>	<i>ADT</i>	<i>DHV Range</i>		<i>Estimated DDHV¹</i>	
			<i>8%</i>	<i>12%</i>	<i>NB</i>	<i>SB</i>
Scott Troy Road	North of Borchert Trail	6,400	515	770	415	225
Scott Troy Road	North of Hilltop Drive	5,800	465	695	375	205
Seven Hills Road	North of Old Vincennes Trail	2,100	170	250	135	75
Seven Hills Road	South of O'Fallon Troy Road	550	45	65	35	20

¹ Assuming DHV = 10% of the ADT and 0.65 directional factor oriented to/from the south

The northbound and southbound DDHV's on Scott Troy Road adjacent to the Braeswood development are expected to be approximately 415 vph and 225 vph, respectively. The DDHV's on Scott Troy Road at the new Keck Ridge entrance are anticipated to be 375 vph northbound and 205 vph southbound.



Mr. Ted K. Shekell, AICP
July 3, 2002
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Table 2 displays the number of trips that are expected at each new subdivision entrance during the peak periods using data from the Trip Generation, published by the Institute of Transportation Engineers (ITE). The p.m. commuter peak hour was chosen as the basis for the DHV's, when the highest number of trips would be expected to turn from Scott Troy Road into each subdivision entrance. The DHV's were projected from the p.m. peak hour trip forecasts by applying a peak hour factor of 0.90. The DHV's turning from Scott Troy Road into the Braeswood entrances ranged from 15 to 85 vph. The DHV for Keck Ridge inbound trips was 105 vph.

<i>Entrance Location</i>	<i>AM Peak Hour</i>			<i>PM Peak Hour</i>			<i>Design Hourly Volumes¹</i>		
	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Braeswood Forest	10	30	40	30	20	50	35	20	55
Braeswood Estates	5	10	15	15	5	20	15	10	25
Braeswood Trails	20	65	85	75	40	115	85	45	130
Keck Ridge Drive	30	85	115	95	55	150	105	60	165

¹ Assuming DHV = Peak Trips / 0.90 Peak Hour Factor

We assumed that 80% of the traffic would travel to and from the south and the remaining 20% would travel to and from the north. Exhibit 2 illustrates the site generated trips expected for the new developments. As can be seen, the two new subdivisions generate new left and right turn movements on Scott Troy Road; therefore, the need for auxiliary lanes should be evaluated. Exhibit 3 displays the total forecasted traffic volumes.

An independent analysis was also made which assumed that all three entrances for the Braeswood subdivision could be combined. The DHV's for the three entrances were summed to identify the total impact of the site. That analysis is referred to below as Braeswood-Single Entrance.



Mr. Ted K. Shekell, AICP
July 3, 2002
Page 4 of 5

Exhibit 4 displays points on BDE Figure 36-3A representing the advancing and opposing traffic volumes for evaluation of right-turn lanes at each intersection graphically. Those points that fall to the right of the decision curve indicate that a right-turn lane should be considered, while the points that fall to the left generally indicate that a right-turn lane may not be necessary. The Braeswood Trails intersection does meet the standard for consideration of a northbound right-turn lane. If all three of the Braeswood entrances were combined, the Braeswood Single Entrance would require a northbound right-turn lane. A southbound right-turn lane should not be necessary on Scott Troy Road at the new intersection with Keck Ridge Drive.

Exhibits 5-9 display points on BDE Figure 36-3C representing the advancing and opposing traffic volumes for evaluation of left-turn lanes at the Braeswood Trails, Braeswood Estates, Braeswood Forest, Braeswood Single Entrance (assuming a combined entrance), and Keck Ridge intersections, respectively. The results of the left-turn lane evaluation on Exhibit 8 indicate that a left-turn lane is needed for southbound Scott Troy Road to serve the Braeswood Single Entrance; however, volumes would not meet or exceed the minimum standards if the turning movements are distributed over three entrances. Exhibit 9 illustrates that a northbound left-turn lane for the Keck Ridge development should be strongly considered, since the DHV's well exceed the minimum standards for requiring the auxiliary lane.

Due to the significant growth anticipated along Scott Troy Road in the foreseeable future, it would be prudent to identify longer term goals and objectives for the transportation system serving the area. Preparation of a comprehensive transportation plan would reduce the need to address transportation impacts and improvement requirements for individual developments and could ultimately produce a more efficient and safer road system for the traveling public. The plan could include identification of existing deficiencies in need of improvement, projections of future traffic volumes using anticipated land uses and the City's Comprehensive Development Plan, identification of roadway system needs and declaration of an access management plan.

Good access management principles suggest that limiting access to the arterial road system will allow better traffic flow on the major roadways. A system of crossing public collector streets could be identified to allow increased access to the arterial at pre-defined locations to serve multiple tracts. Requirements for cross access may also be included in the plan. Intersections requiring heightened traffic control (including all-way stops and traffic signals) and auxiliary turn lanes could also be determined. The plan may also indicate locations where full access is permissible at non-signalized locations.

Another approach would be to pre-determine the most appropriate future cross-section and require developers to construct the cross section and/or reserve adequate right-of-way across their entire frontage.

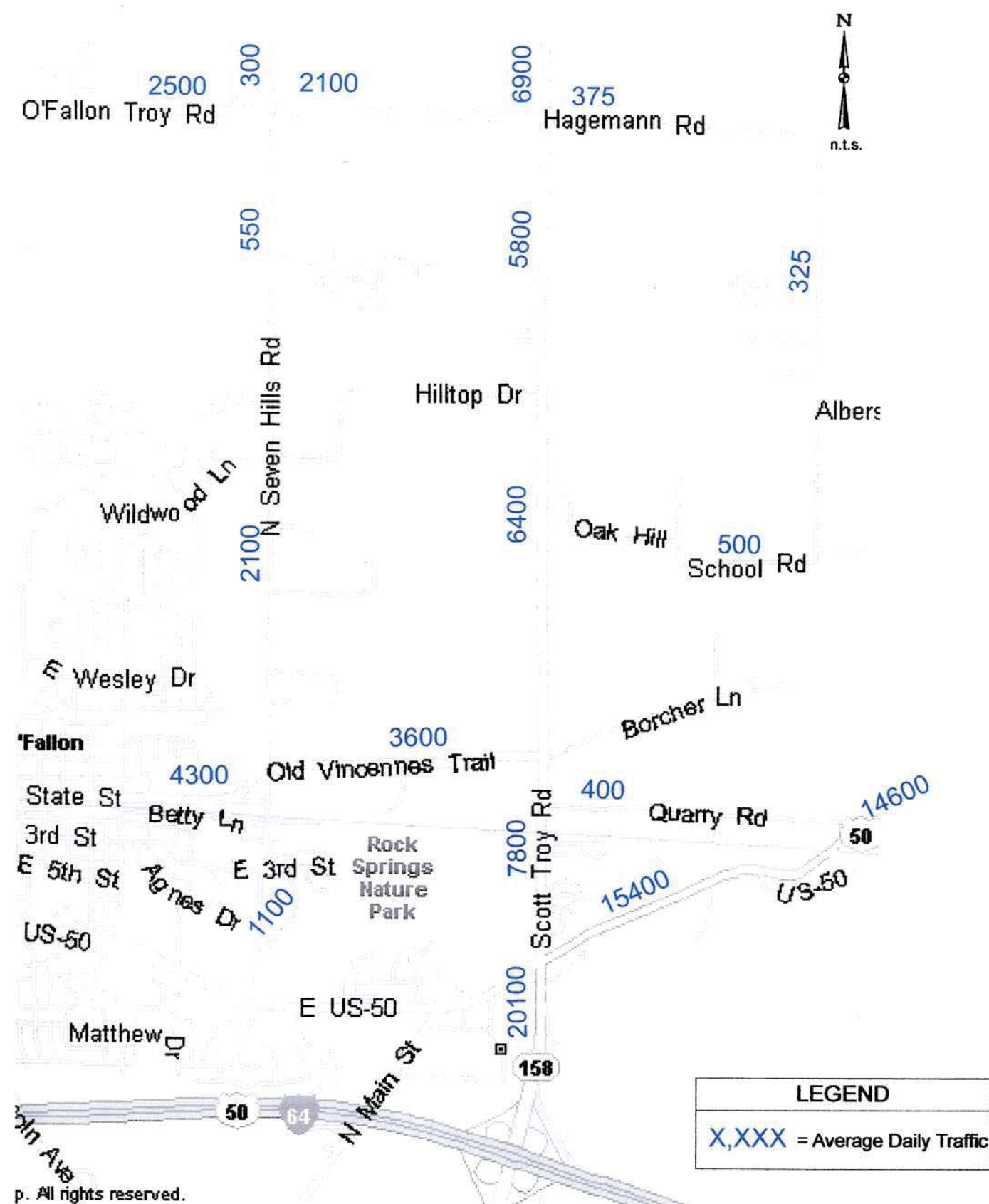


Mr. Ted K. Shekell, AICP
July 3, 2002
Page 5 of 5

Based on the access management principles identified above, it would not be prudent to allow three separate entrances for the Braeswood development on Scott Troy Road. One well-placed entrance with appropriate internal connections and secondary entrances on Borchers Lane could serve the entire site. The Braeswood Single Entrance would require a northbound right-turn lane and southbound left-turn lane on Scott Troy Road to remove the decelerating vehicles (and possible left-turn queues) from the through lanes. The single entrance would concentrate the conflicting movements at one location and thereby remove two intersections from the main thoroughfare.

In conclusion, IDOT standards indicate that a northbound left-turn lane should be constructed on Scott Troy Road at Keck Ridge. We also recommend that a southbound left-turn lane be constructed on Scott Troy Road at Braeswood Trails. If the City restricts the Braeswood development to only one entrance on Scott Troy Road, a northbound right-turn lane and a southbound left-turn lane would be recommended for Scott Troy Road at the Braeswood Single Entrance.

Please contact this office should there be any questions.

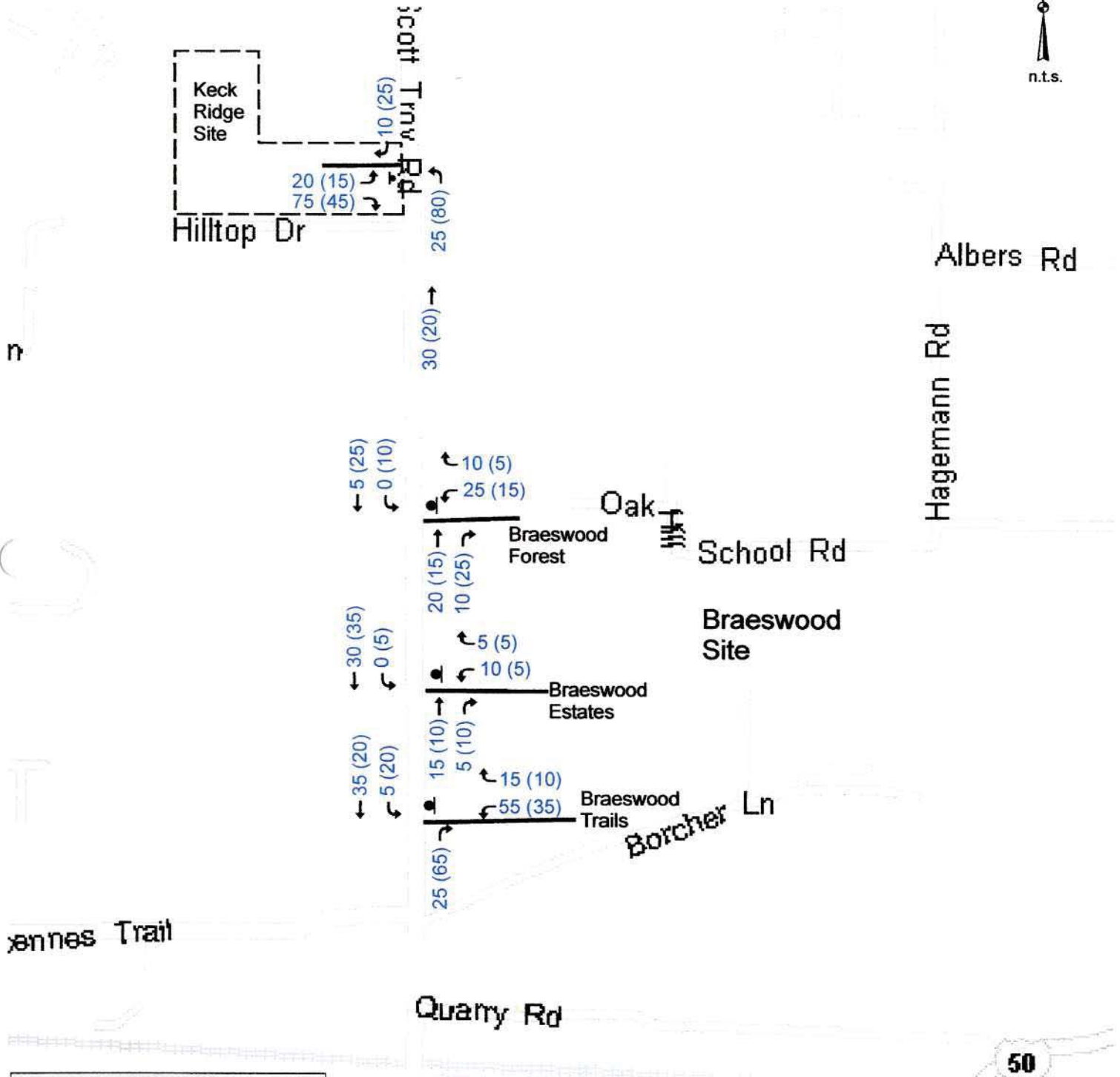


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Exhibit 1 - Average Daily Traffic (IDOT)

Job #101-02
07/03/02





Legend	
XX	= A.M. Peak Hour Traffic
XX)	= P.M. Peak Hour Traffic

Exhibit 2 - Site Generated Traffic Volumes

Job #101-02
07/03/02





James Trail

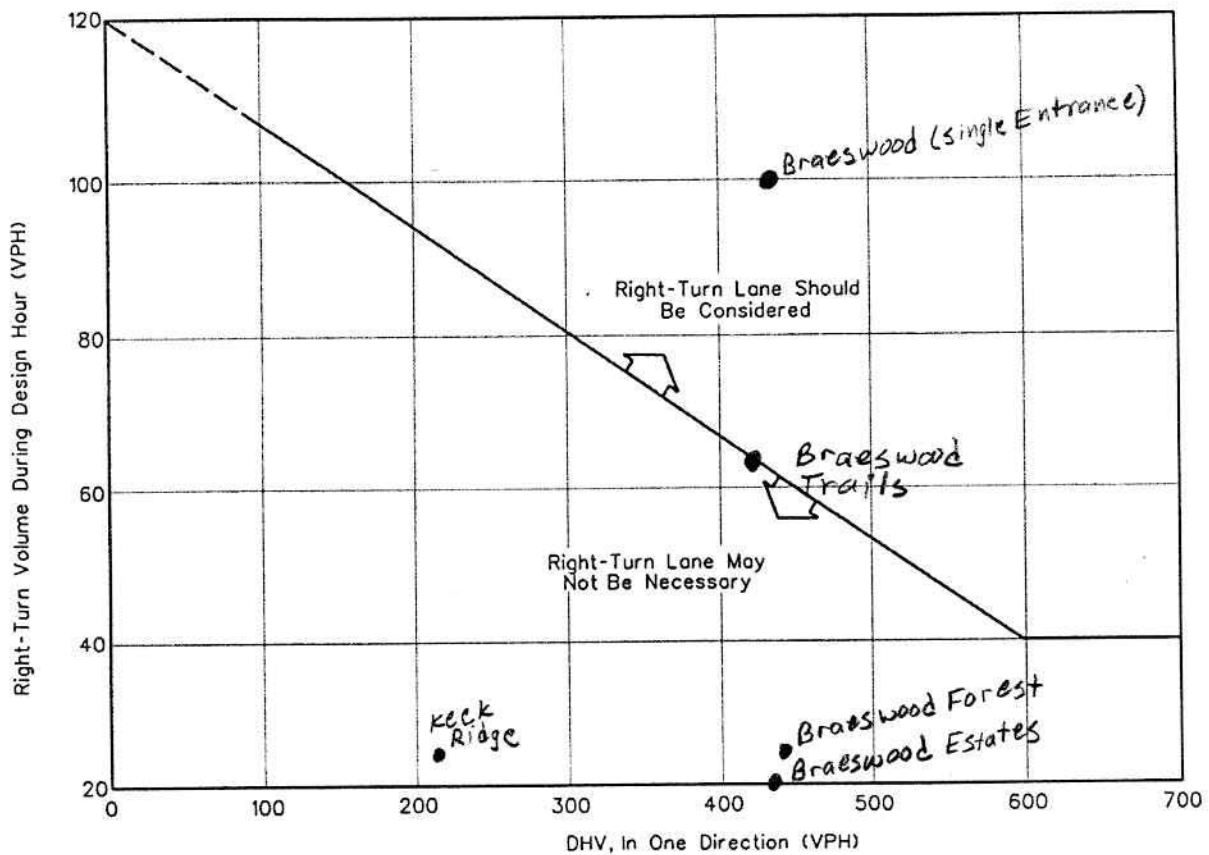
50

Legend	
XX	= A.M. Peak Hour Traffic
(XX)	= P.M. Peak Hour Traffic

Exhibit 3 - Forecasted Traffic Volumes

Job #101-02
07/03/02





Note: For highways with a design speed below 80 km/h, with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 60 km/h
 DHV (in one direction) = 250 vph
 Right Turns = 100 vph

Problem: Determine if a right-turn lane is warranted.

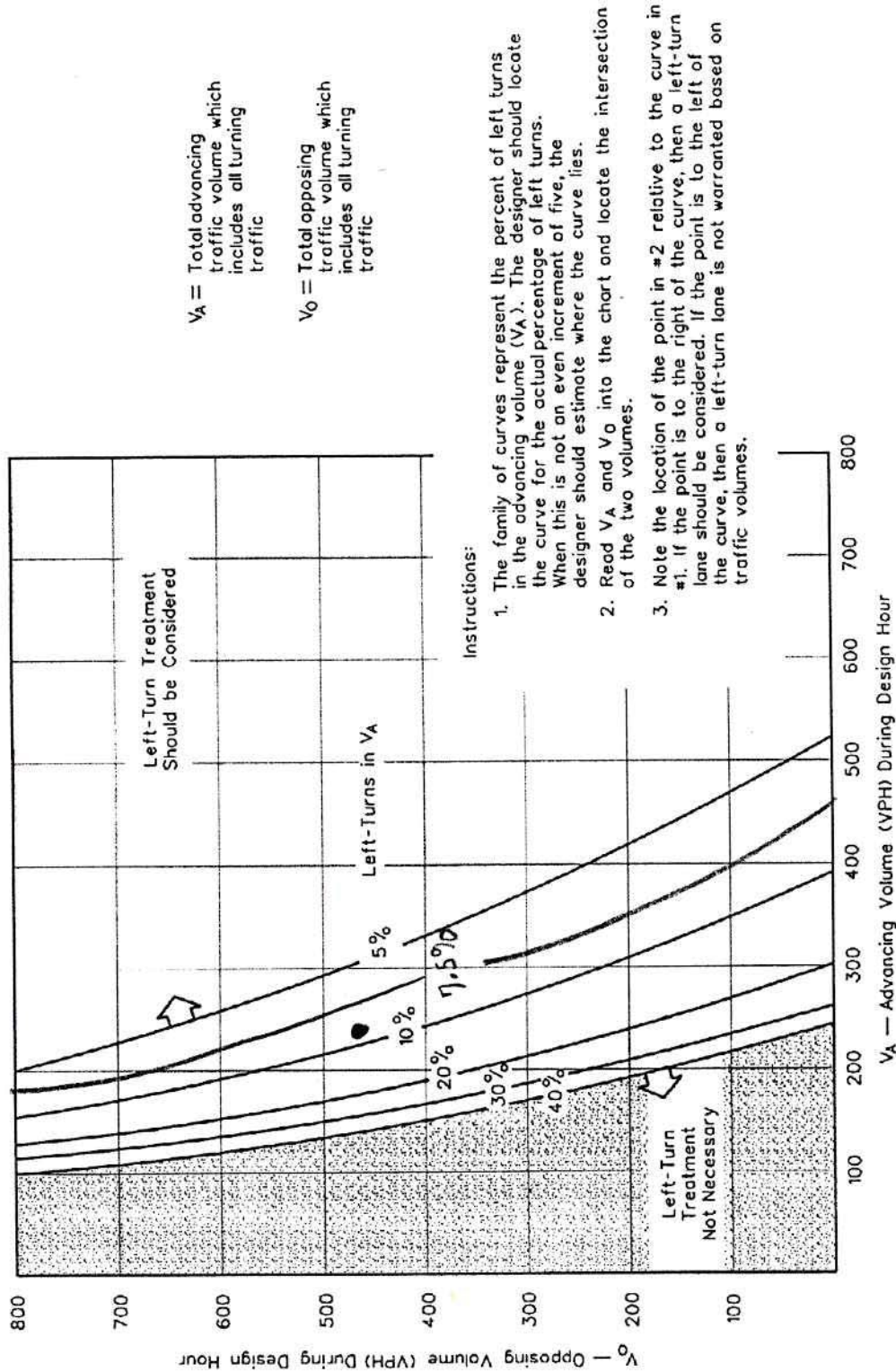
Solution: To read the vertical axis, use $100 - 20 = 80$ vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high accident rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3A

36-3(2)

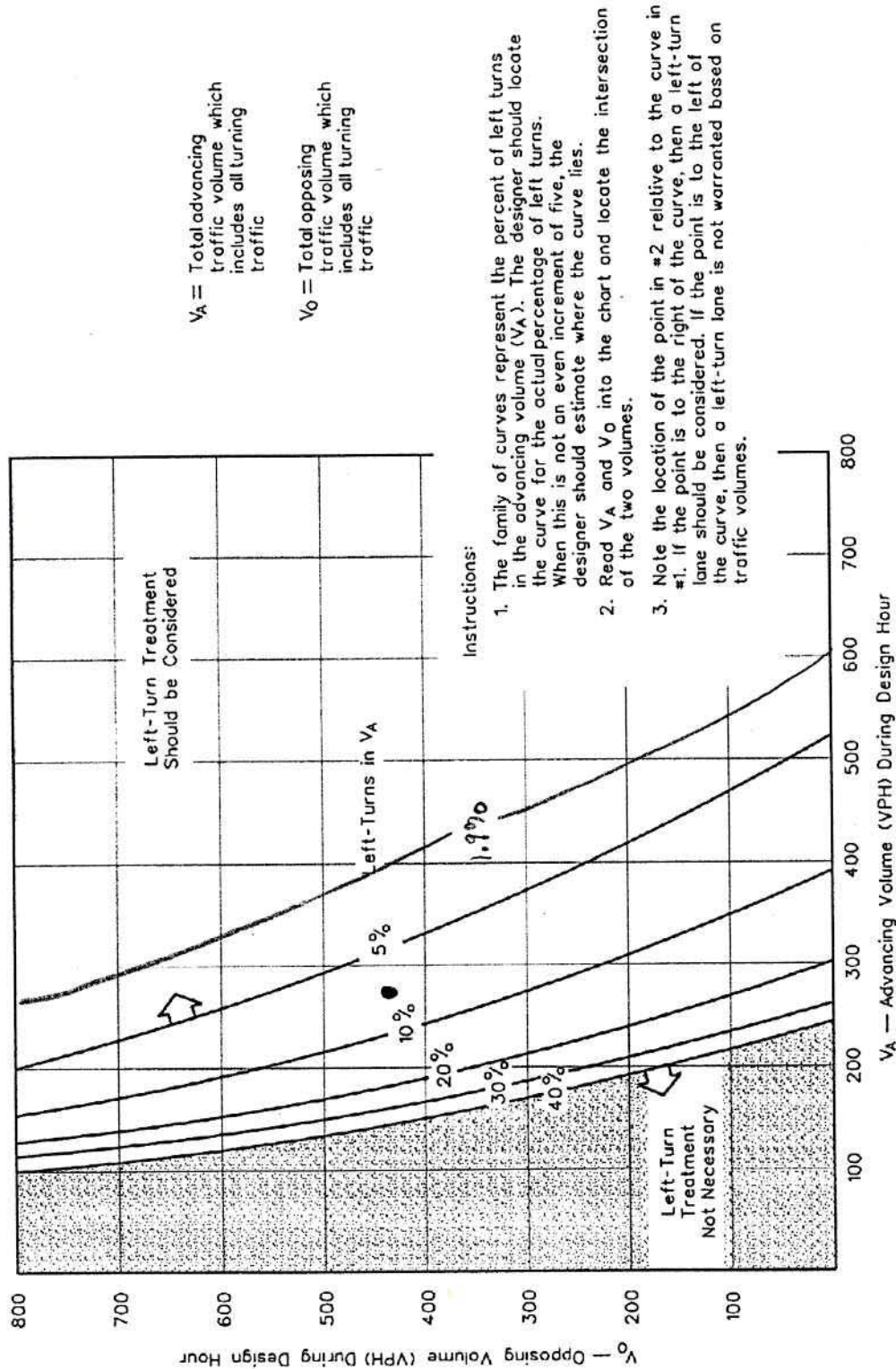
Exhibit – 4 Right Turn Lane Evaluation



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (100 km/h Design Speed)

Figure 36-3C

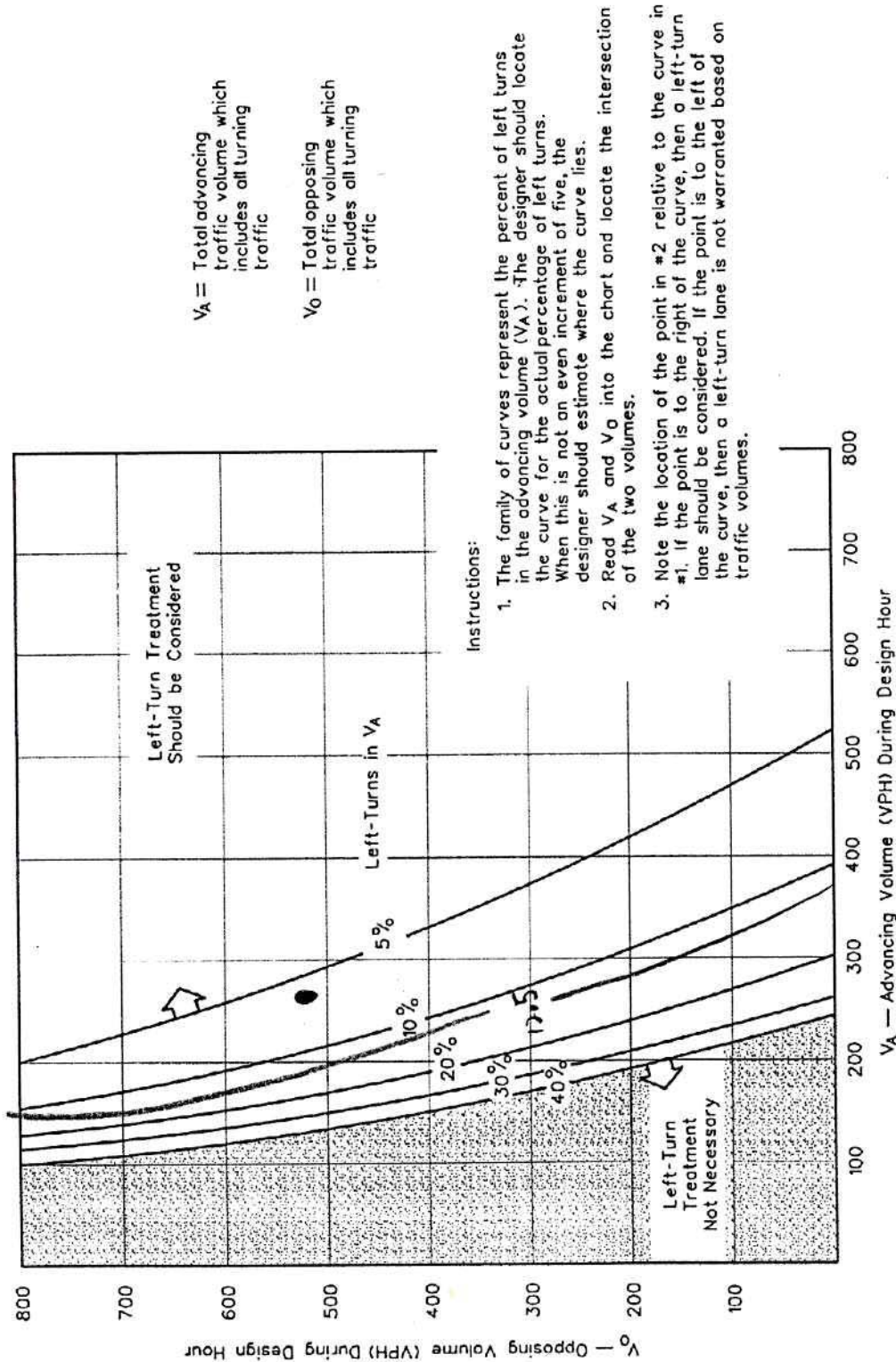
Exhibit - 5 Left Turn at Braeswood Trails



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (100 km/h Design Speed)

Figure 36-3C

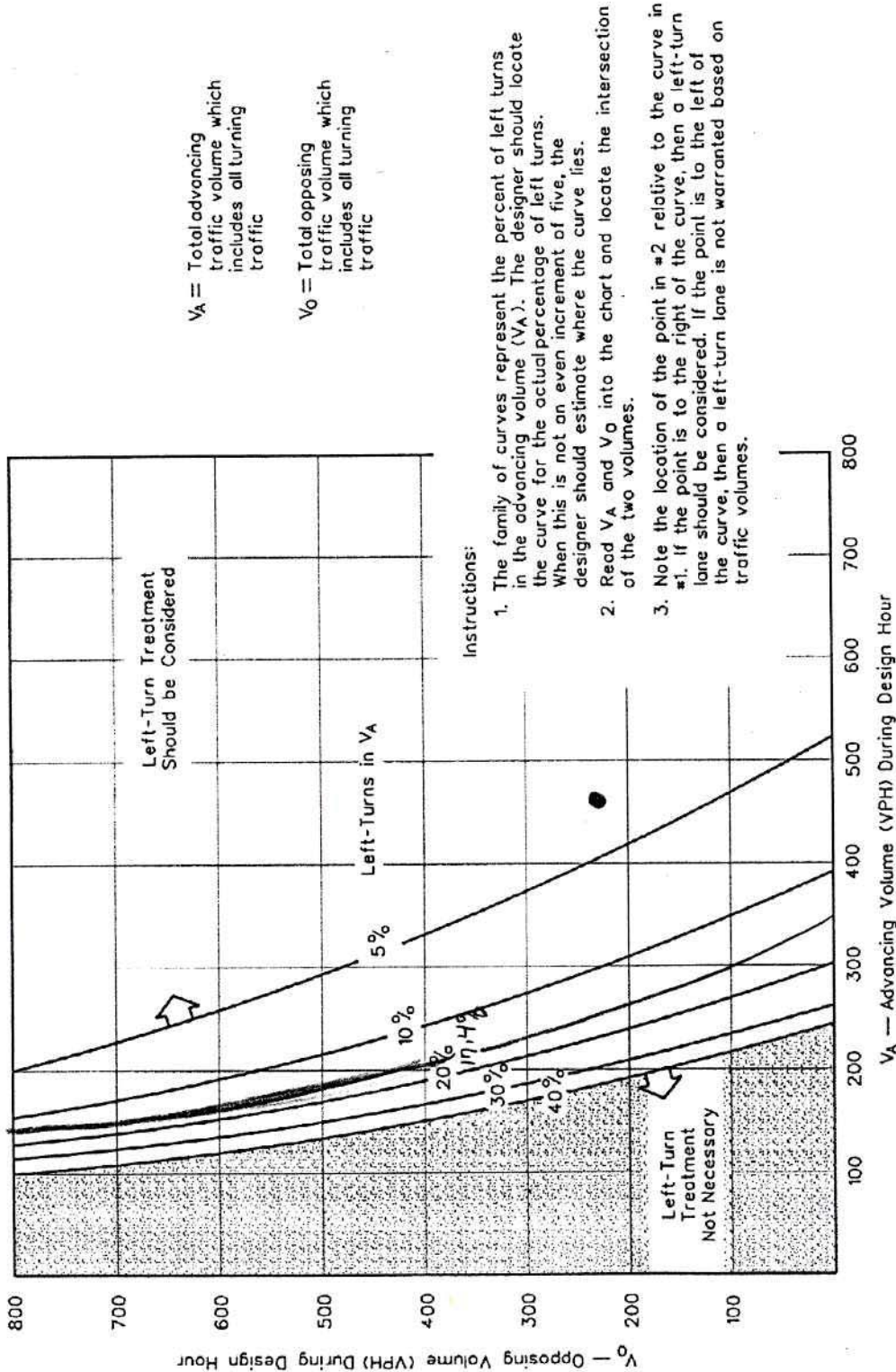
Exhibit – 6 Left Turn at Braeswood Estates



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (100 km/h Design Speed)

Figure 36-3C

Exhibit – 8 Left Turn at Braeswood (Single Entrance)



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (100 km/h Design Speed)

Figure 36-3C

Exhibit - 9 Left Turn at Keck Ridge



FACSIMILE TRANSMITTAL

Date: August 5, 2002

Time: 3:00 PM

To: Name: Ted Scheckell

Organization: City of O'Fallon

Fax Number: 618-624-4534

Cc: Sid LeGrand

From: Lee Cannon/Brian Rensing

Project: CBB Job # 101-02 Scott Troy Left Turn Lane Analysis

Number of Pages: 4
(including cover)

Comments: We have re-run the left turn lane and right turn lane analysis for the Scott Troy Road at Keck Ridge. As can be seen, Keck Ridge entrance will continue to require a northbound left-turn lane along Scott Troy Road assuming a 50/50 north/south distribution. Assuming a 80/20 north/south distribution, a left-turn lane is still required. According to Illinois Department of Transportation standards, the need for a left-turn lane is heavily dependent on the advancing and opposing flows. In this case there is a large number of both advancing and opposing traffic, thus requiring left turn lanes. A right turn lane is not required with the applied distributions.

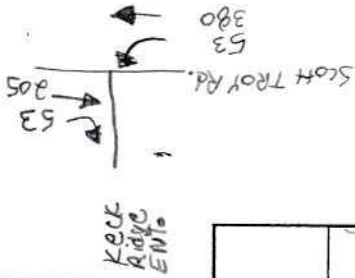
Lee Cannon will contact you at a later date.

Original Will Not Follow: X Original To Follow By: _____

Please deliver immediately. If all of the pages are not received or if there are other problems with the transmission, please call the sender at (314) 878-6644.

1830 Craig Park Court, Suite 209
St. Louis, Missouri 63146
(314) 878-6644 Fax: (314) 878-5876

450 Cottonwood Road, Suite B
Glen Carbon, Illinois 62034
(618) 656-2612 Fax: (618) 656-2612

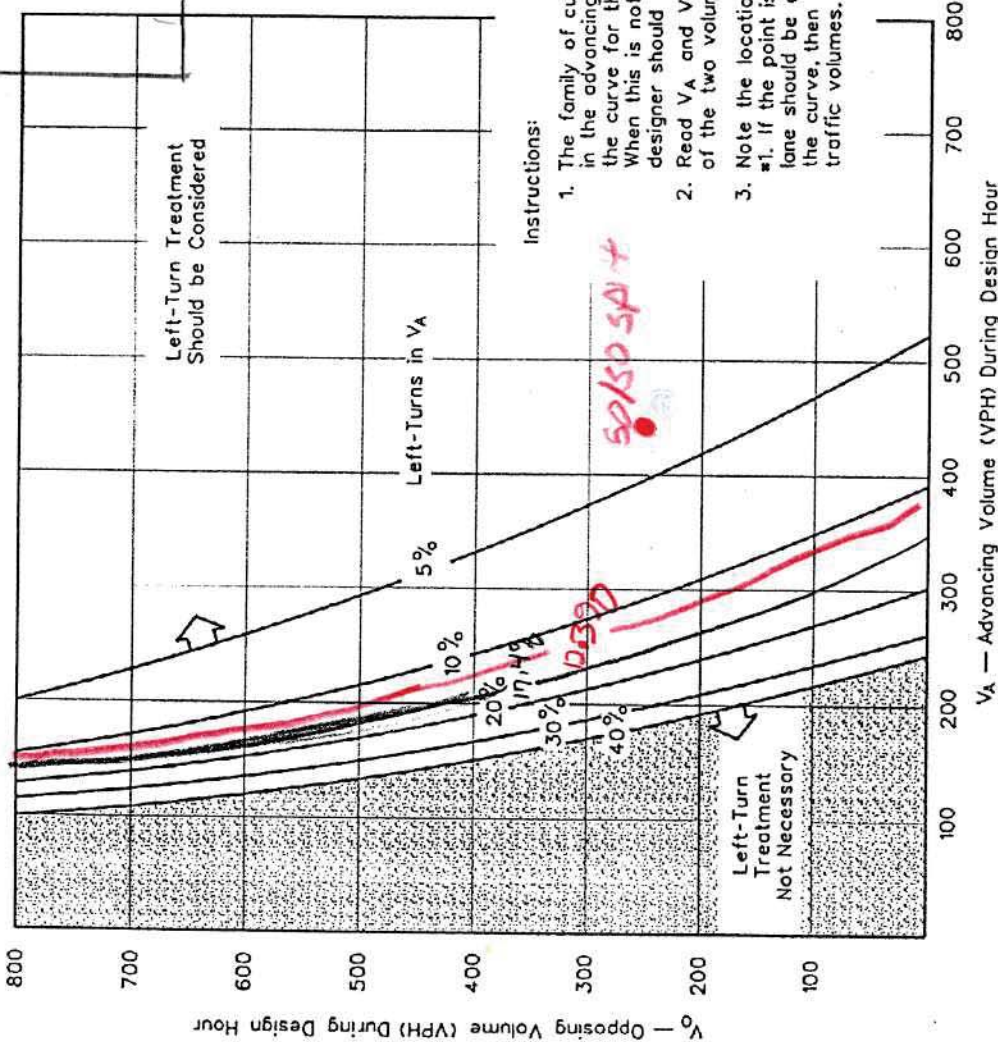


V_A = Total advancing traffic volume which includes all turning traffic

V_O = Total opposing traffic volume which includes all turning traffic

Instructions:

1. The family of curves represent the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of five, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the curve in #1. If the point is to the right of the curve, then a left-turn lane should be considered. If the point is to the left of the curve, then a left-turn lane is not warranted based on traffic volumes.



$$V_A = 380 + 53 = 433$$

$$V_O = 205 + 53 = 258$$

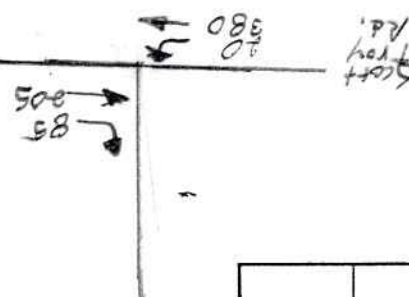
$$\% = \frac{53}{433} = 12.3\%$$

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (100 km/h Design Speed)

Figure 36-3C

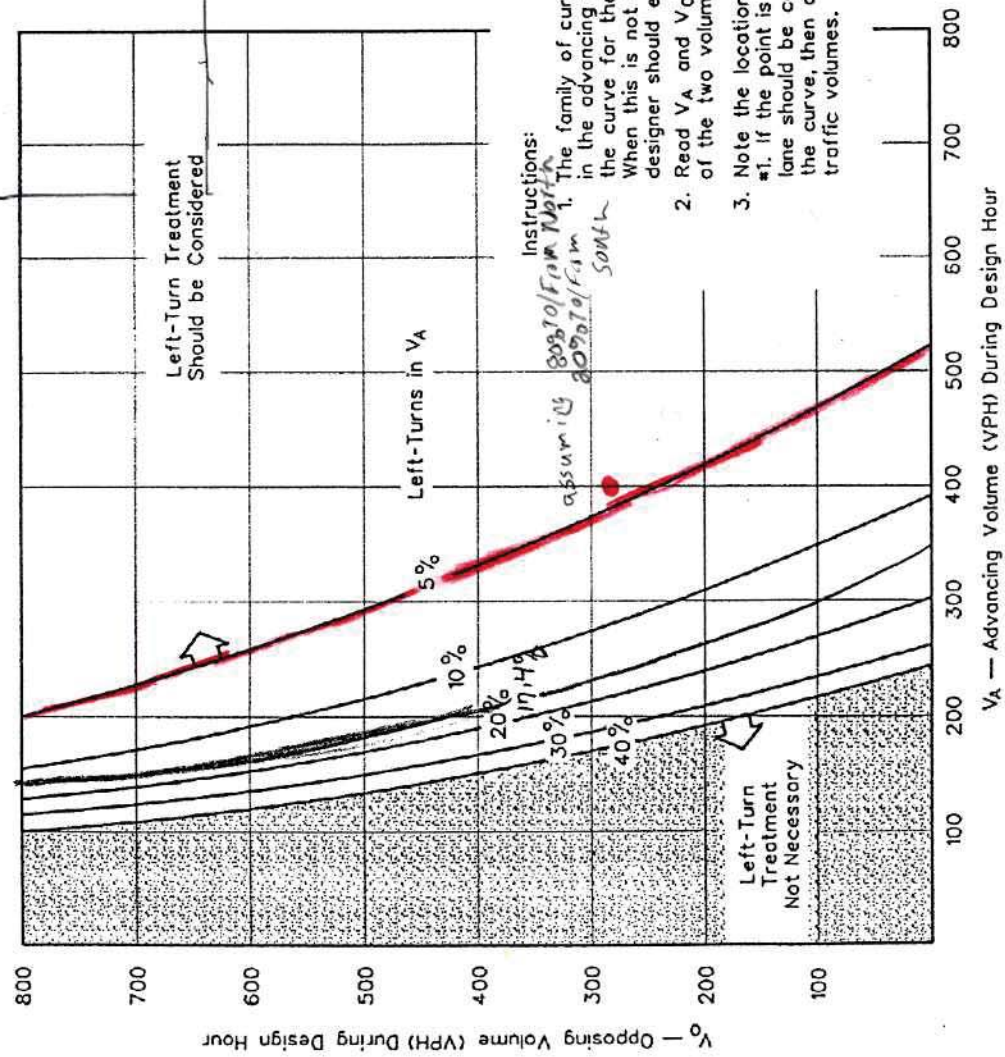
Exhibit - 9a Left Turn at Keck Ridge

(assuming 50/50 split)



V_A = Total advancing traffic volume which includes all turning traffic

V_O = Total opposing traffic volume which includes all turning traffic



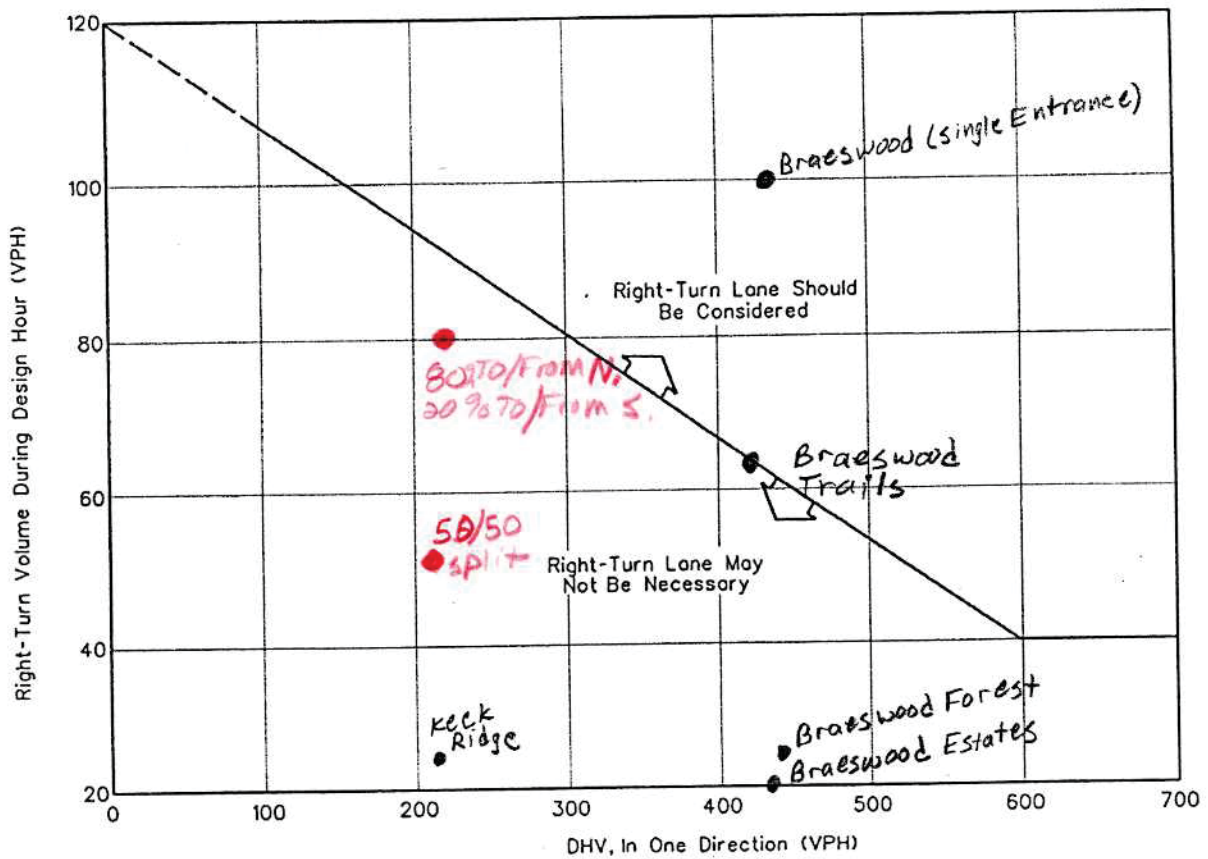
$V_A = 380 + 80 = 460$
 $V_O = 265 + 85 = 350$
 $\% = \frac{265}{350} = 76\%$

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (100 km/h Design Speed)

Figure 36-3C

Exhibit - 9 Left Turn at Keck Ridge

(assuming 80% From North & 20% From South)



Note: For highways with a design speed below 80 km/h, with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 60 km/h
 DHV (in one direction) = 250 vph
 Right Turns = 100 vph

Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use $100 - 20 = 80$ vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high accident rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3A

36-3(2)

Exhibit – 4 Right Turn Lane Evaluation



CITY COUNCIL AGENDA ITEMS

To: Mayor and City Council
From: Eric Van Hook, Director of Public Safety
Date: November 16, 2015
Subject: ORDINANCE – No Parking – Hilltop Lane

List of committees that have reviewed: Public Safety.

Background: The attached traffic study prepared by CBB for the NLIC center on Scott-Troy Road recommended upgrading the road to 24 feet for “access” to the parking lots in the rear. However, 24-foot road does not meet any city standards that would allow parking on one or both sides of the street. When the NLIC Center holds large scale events, attendees are parking along the subject roadway. As a result, the parked cars are blocking the travel lanes of the roadway.

Legal Considerations, if any: None.

Budget Impact: Public Works has funds in its current operating budget for the signage needed.

Staff Recommendation: Staff recommends approval of the ordinance.

FIRST AMENDMENT
TO COMMUNICATIONS SITE LEASE AGREEMENT

THIS FIRST AMENDMENT TO COMMUNICATIONS SITE LEASE AGREEMENT, entered into as of November ___, 2015 (the “Amendment”), between the **CITY OF O’FALLON, ILLINOIS** (“City” or “Lessor”), and **SBA STEEL LLC**, a Florida limited liability company (“Lessee”), modifies and amends the Communications Site Lease Agreement, dated March 21, 2005, between the City and Sprint Spectrum, L.P. (the “Original Lease Agreement”), as amended by that certain Acknowledgment and Amendment Agreement dated December 19, 2008, by and between the City and TowerCo Assets LLC (the “Acknowledgment” and Original Lease Agreement are collectively referred to herein as the “Lease Agreement” and are attached hereto as **Exhibit 1**).

RECITALS:

WHEREAS, Lessee is the successor in interest to SBA 2012 TC Assets, LLC, who is the successor in merger to TowerCo Assets LLC, as Lessee under the Lease Agreement; and

WHEREAS, Lessee and Lessor are parties to the Lease Agreement whereby Lessee leases certain land from Lessor for the construction and maintenance of a monopole “flagpole” style communications tower (the “Tower”) and certain ground level equipment consisting of approximately 2,500 square feet as described and depicted on Exhibit A to the Lease Agreement and as further depicted on the Site Plan attached as Exhibit B to the Lease Agreement (the “Premises”), as well as certain non-exclusive rights for access and utilities to serve the Tower; and

WHEREAS, Lessee desires to sublease a portion of the Tower and Premises to Verizon Wireless LLC (“Verizon”) to install certain equipment on the Tower and on the ground in an equipment shelter associated therewith, and Lessee has requested the City’s consent for such sublease as required by the Lease Agreement; and

WHEREAS, the parties desire to amend the Lease Agreement to reflect such consent to the Verizon sublease; and

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth herein, the sufficiency of which is hereby acknowledged, the parties mutually agree to amend the Lease Agreement as follows:

TERMS:

- Assignment and Subleasing**: Paragraph 20 of the Lease Agreement is hereby amended by adding thereto a new subparagraph (d) as follows:

(d) Lessor hereby consents, pursuant to Section 4(b) of the Lease Agreement, to Lessee subleasing space on the Tower and ground space on the Premises to Verizon pursuant to that Antenna Site Agreement, attached hereto as **Exhibit 2** (the “Verizon Sublease”), which Verizon Sublease is hereby authorized and approved by Lessor, conditioned and subject to the following requirements: (1) the equipment, and any improvements or replacements, installed by Verizon shall be consistent in appearance to the equipment currently on the Tower unless an alternative design is otherwise expressly requested and approved in writing at the reasonable discretion of the Lessor, shall comply with all City Code and Lease provisions, and shall not increase the height of the Tower; (2) Lessee shall pay to Lessor as Supplemental Rent, fifty (50%) percent of the rent (“Supplemental Rent”) received by Lessee from Verizon from the sublease obligations, with the proviso that the Supplemental Rent amount paid to Lessor shall not be less than \$1,500 per month (such minimum amount increasing 3% annually). All Supplemental Rent due Lessor pursuant to the terms of this subparagraph shall be due and payable monthly commencing as of the Effective Date defined below. In the event that Verizon (including any authorized successor subtenant to Verizon) is no longer a tenant on the Premises and is no longer obligated to pay rent and, only upon written notice to the City and removal of the subtenant’s equipment from the Premises, the Supplemental Rent payments contained herein shall cease, provided that Lessee shall not be entitled to a return of any pro-rata rent. Lessee acknowledges and agrees that Lessee and Lessee’s subtenant, Verizon (and all successor tenants as may be authorized), shall at all times be bound by the terms of the Lease Agreement and this Amendment and neither shall take any action in violation of the Lease Agreement and acknowledge that if either party shall take any action in violation of the Lease Agreement, it shall be deemed a breach of the Lease Agreement by Lessee.

Nothing within this consent shall be deemed in any way to permit Lessee or any other party to seek damages against the City or its officers, agents, attorneys, or employees, nor shall it waive the City’s sovereign immunity. Nothing herein shall authorize any sublease beyond the term of the Lease or authorize any sublease provision in violation of the Lease. For purposes of this Amendment, the term “Verizon” shall include any successor tenant to Verizon as may be hereafter authorized by Lessor pursuant to the Lease.

3. **Notices.** Paragraph 17 of the Lease with respect to notice shall be amended to provide notice to the Lessee as follows:

SBA Steel LLC
8051 Congress Avenue
Boca Raton, Florida 33487-1307
Attn: Site Administration

With a copy to:

SBA Steel LLC

8051 Congress Avenue
Boca Raton, Florida 33487-1307
Attn: General Counsel

4. **Entire Agreement:** This Amendment and the Lease Agreement represent the entire agreement of the parties. Any further amendment to the Lease Agreement shall be mutually agreed to in writing by the parties. Except as specifically modified by this Amendment, all remaining terms in the Lease Agreement shall be in full force and effect through the expiration of the Lease Agreement. To the extent this Amendment conflicts with any terms of the Lease Agreement, this Amendment shall prevail.

5. **Effective Date:** This Amendment shall be effective (the “Effective Date”) upon the occurrence of the last of the following, each of which is a condition precedent to the operation of this Amendment: (1) execution of the Verizon Sublease in the form attached hereto as **Exhibit 2** or in such other form as may be approved by the City; (2) the approval, if required, of Greenmount, which approval shall be obtained by the City; (3) the granting of a building permit by the City authorizing Verizon to install its equipment and operate on the Premises; and (4); delivery to Lessor of \$5,000 as an administrative fee pursuant to Section 20 of the Lease. The parties agree that if Lessee receives rent from Verizon for the sublease for any period prior to the Effective Date, Lessee shall be obligated to pay 50% of such amount to Lessor, irrespective of the Effective Date of this Agreement. This Amendment shall be void and of no force and effect if the Effective Date does not occur on or before January 31, 2016.

NOW THEREFORE, the parties have mutually agreed to this Amendment as of the _____ day of November 2015.

**LANDLORD:
CITY OF O'FALLON, ILLINOIS**

By: _____

Name: _____

Title: _____

Date: _____

STATE OF ILLINOIS)

)

COUNTY OF _____)

On this _____ day of _____, 2015, before me, a notary public in and for said state, personally appeared _____, who being by me duly sworn, did say that he/she is the _____ of City of O'Fallon, State of Illinois, an Illinois municipal corporation, and that said instrument was signed on behalf of said corporation by authority of its governing board, and he/she acknowledged said instrument to be the free act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid on the day and year first above written.

(SEAL)

Notary Public

My commission expires:

LESSEE:
SBA STEEL LLC, a Florida limited liability
company

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

STATE OF FLORIDA)
)
COUNTY OF _____)

On this _____ day of _____, 2015, before me, a notary public in and for said state, personally appeared _____, who being by me duly sworn, did say that he/she is the _____ of SBA Steel LLC, a Florida limited liability company, and that said instrument was signed on behalf of said corporation by authority of its governing board, and he/she acknowledged said instrument to be the free act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid on the day and year first above written.
(SEAL)

Notary Public

My commission expires:

Exhibit 1

The Lease

Exhibit 2

The Verizon Sublease

BH01\2331863.1
ID\AMG - 102422\000011

CITY OF O'FALLON, ILLINOIS
ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A
FIRST AMENDMENT TO THE
COMMUNICATIONS SITE LEASE
AGREEMENT BETWEEN THE
CITY AND SBA STEEL, LLC FOR
THE PURPOSE OF AUTHORIZING
A SUBLEASE TO
VERIZON WIRELESS LLC**

WHEREAS, SBA Steel, LLC (“Lessee”) and the City of O’Fallon (“City”) are parties to a Communications Site Lease Agreement, dated March 21, 2005 (“Lease Agreement”) whereby Lessee leases certain land from the City for the operation and maintenance of a monopole “flagpole” style communications tower (the “Tower”) and certain ground level equipment consisting of approximately 2,500 square feet as more fully described in the Lease Agreement (the “Premises”); and

WHEREAS, Lessee desires to sublease a portion of the Tower and Premises to Verizon Wireless LLC (“Verizon”) to install certain equipment on the Tower and on the ground in an equipment shelter associated therewith, and Lessee has requested the City’s consent for such sublease as required by the Lease Agreement; and

WHEREAS, the City desires to amend the Lease Agreement to reflect the City’s consent for the Verizon sublease among other terms and requirements as specified in the amendment (“First Amendment”); and

WHEREAS, subject to applicable requirements and the attached terms of the First Amendment, the Mayor and City Council finds that entering into the First Amendment is in the best interests of the City;

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF O’FALLON, ST. CLAIR COUNTY, ILLINOIS AS FOLLOWS:

SECTION 1: Approval of Lease. The Mayor or other designated City officials are hereby authorized to execute on behalf of the City the First Amendment between the City and Lessee in substantially the form of Exhibit A incorporated herein by reference.

SECTION 2: Effective Date. This ordinance shall be in full force and effect upon its passage and approval as required by law.

Exhibit A

First Amendment



CITY COUNCIL AGENDA ITEM

To: Mayor Graham and City Council
From: Ted Shekell, Planning Director
Walter Denton, City Administrator
Date: November 16, 2015
Subject: Ordinance authorizing the City of O'Fallon to enter into a co-locate lease agreement with Verizon for a cell tower located on Green Mount Road

List of committees that have reviewed: The Community Development Committee voted 6-0 at its November 9, 2015 meeting to recommend approval of the lease agreement with Verizon.

Project Summary: The City entered a lease with Sprint in 2005 for a cell tower on a small parcel of land acquired from Greenmount development. The new tower owner, SBA, seeks to add Verizon to the tower. The City negotiated the lease through its special legal counsel, Dan Vogel, and after considerable effort finally obtained the necessary terms, with the City to receive 50% of any rent paid by Verizon to SBA, with a sum of at least \$1500/month, to be increased 3% annually. SBA also agrees to pay an upfront \$5000 payment to cover the City's costs of the negotiation. The agreement becomes void if all documentation is not approved by both parties by Jan. 31, 2016.

Legal Considerations, if any: Dan Vogel drafted the lease agreement.

Budget Impact: The new lease will generate an additional \$1,500/month to the City. A one-time payment of \$5,000 will be used to cover the legal cost associated with the lease agreement.

Staff Recommendation: Staff recommends approval of the lease agreement.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF O'FALLON, ST. CLAIR COUNTY, ILLINOIS, AMENDING AND SUPPLEMENTING ORDINANCE NO. 3890, WHICH PROVIDED FOR THE ISSUANCE OF GENERAL OBLIGATION BONDS, SERIES 2015 AND PROVIDING FOR A LEVY OF TAXES TO PAY THE PRINCIPAL OF AND INTEREST ON SUCH BONDS, AND RELATED MATTERS

WHEREAS, the City of O'Fallon, St. Clair County, Illinois (the "**Issuer**"), is a home rule unit pursuant to the provisions of Section 6 (Powers of Home Rule Units) of Article VII (Local Government) of the Constitution of the State of Illinois and accordingly may exercise any power and perform any function pertaining to its government and affairs, including as supplemented and amended under and as provided by the Illinois Municipal Code (Section 5/1-1-1 *et seq.* of Chapter 65 of the Illinois Compiled Statutes, as supplemented and amended, including by the Bond Authorization Act, the Registered Bond Act, the Bond Replacement Act, the Local Government Defeasance of Debts Law, and the Local Government Debt Reform Act, collectively, the "**Act**"); and

WHEREAS, the Issuer adopted Ordinance No. 3890 on July 6, 2015 (the "**Bond Ordinance**") providing for the issuance of General Obligation Bonds, Series 2015, dated as of November 12, 2015 (the "**Bonds**"), for the purpose of financing costs of remediation and certain other infrastructure costs in connection with the developer improvements portion of a hospital medical campus (the "**City Improvements**") to be owned by the Hospital Sisters Health System, an Illinois not for profit corporation or an entity related thereto (collectively, the "**Borrower**") located on approximately 148 acres in O'Fallon, Illinois, located on the North side of Interstate 64 between exits 14 and 16 with an address of 1501 North Greenmount Road, O'Fallon, Illinois, 62269, (ii) funding capitalized interest on the Bonds and (iii) pay all or a portion of the costs of issuing the Bonds; and

WHEREAS, Sections 8 and 9 of the Bond Ordinance provided direct annual taxes for the payment of principal of and interest on the Bonds as set forth pursuant to the Bond Order, dated November 12, 2015 (the "**Bond Order**") in an annual amount not to exceed \$2,500,000 for the levy years 2015 (collectible in 2016) through 2028 (collectible in 2029); and

WHEREAS, pursuant to the Bond Ordinance, the Bond Order set forth the following levy schedule:

For the Levy Year	Amount Levied Pursuant to the <u>Bond Order and Bond Ordinance</u>
2015	\$262,441.67 for principal and interest
2016	231,000.00 for principal and interest
2017	231,000.00 for principal and interest
2018	526,000.00 for principal and interest
2019	535,100.00 for principal and interest
2020	548,900.00 for principal and interest
2021	557,300.00 for principal and interest
2022	560,400.00 for principal and interest
2023	572,590.00 for principal and interest
2024	823,965.00 for principal and interest
2025	839,915.00 for principal and interest
2026	864,815.00 for principal and interest
2027	2,035,245.00 for principal and interest
2028	1,441,630.00 for principal and interest

; and

WHEREAS, the City Council (the “**Corporate Authorities**”) have heretofore and it hereby is determined that it is in the best interest of the City that the Bond Ordinance be amended and supplemented to reduce levy for 2027 and 2028 and extend the levy through 2032 (collectible 2033) resulting in a more level levy schedule (the “**Amended Bond Ordinance**”);

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF O’FALLON, ST. CLAIR COUNTY, ILLINOIS, as follows:

Section 1. **Findings.** The Corporate Authorities hereby find that the matters set forth in the preambles and recitals hereto are true and correct and incorporate them herein by this reference and that it is necessary and in the best interests of the Issuer that the Issuer amend and supplement the levy amounts set forth in the Bond Ordinance and the Bond Order and authorize the abatement of taxes and levy of taxes as follows:

For the Levy Year	Amount Levied Pursuant to the Bond Order and <u>Bond Ordinance</u>	Amount Abated Pursuant to the Amended <u>Bond Ordinance</u>	Amount Levied Pursuant to the Amended <u>Bond Ordinance</u>	Net Amount Levied
2015	\$262,441.67	-	-	\$262,441.67
2016	231,000.00	-	-	231,000.00
2017	231,000.00	-	-	231,000.00
2018	526,000.00	-	-	526,000.00
2019	535,100.00	-	-	535,100.00
2020	548,900.00	-	-	548,900.00
2021	557,300.00	-	-	557,300.00
2022	560,400.00	-	-	560,400.00
2023	572,590.00	-	-	572,590.00
2024	823,965.00	-	-	823,965.00
2025	839,915.00	-	-	839,915.00
2026	864,815.00	-	-	864,815.00
2027	2,035,245.00	1,164,030.00	-	871,215.00
2028	1,441,630.00	765,415.00	-	676,215.00
2029	-	-	487,815.00	487,815.00
2030	-	-	491,015.00	491,015.00
2031	-	-	503,415.00	503,415.00
2032	-	-	447,200.00	447,200.00

Section 2. Partial Invalidity. If any section, paragraph, clause or provision of this ordinance shall be held invalid, the invalidity of such section, paragraph, clause or provision shall not affect any of the other provisions of this ordinance.

Section 3. Prior Inconsistent Proceedings. All ordinances, resolutions or orders, or parts thereof, in conflict with the provisions of this ordinance, are to the extent of such conflict hereby repealed.

Section 4. Immunity of Officers and Employees. No recourse shall be had for the payment of the principal of or premium or interest on any of the Bonds or for any claim based thereon or upon any obligation, covenant or agreement in this ordinance contained against any past, present or future Mayor or other officer, alderman, employee or agent of the Issuer, or of any successor public corporation, as such, either directly or through the Issuer or any successor public corporation, under any rule of law or equity, statute or constitution or by the enforcement of any assessment or penalty or otherwise, and all such liability of any such officers, council members, aldermen or agents as such is hereby expressly waived and released as a condition of and consideration for the passage of this ordinance and the issuance of the Bonds.

Section 5. Effective Date. Pursuant to home rule power and authority, this ordinance shall be in full force and effect immediately upon its adoption and approval.

Adopted this __ day of December 2015, upon motion by Alderman _____, seconded by Alderman _____, by the roll call vote, as follows:

ROLL CALL:	McCoskey	Meile	Albrecht	Kueker	Mouser	Hagarty	Roach	SUB TOTALS
Aye								
Nay								
Absent								

ROLL CALL:	Smallheer	Bennett	Marsh	Holden	Drolet	Cozad	Gerrish	SUB TOTALS	SUM OF TOTALS
Aye									
Nay									
Absent									

Approved: December __, 2015

Attest:

(SEAL)

Mayor, City of O'Fallon, St. Clair County, Illinois

City Clerk, City of O'Fallon, St. Clair County,
Illinois

COUNTY OF ST. CLAIR)SS
)

FILING CERTIFICATE

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of St. Clair County, Illinois, and as such official I do further certify that on the ____ day of December, 2015, there was filed in my office a duly certified copy of Ordinance No. ____ entitled:

AN ORDINANCE OF THE CITY OF O’FALLON, ST. CLAIR COUNTY, ILLINOIS, AMENDING AND SUPPLEMENTING ORDINANCE NO. 3890, WHICH PROVIDED FOR THE ISSUANCE OF GENERAL OBLIGATION BONDS, SERIES 2015 AND PROVIDING FOR A LEVY OF TAXES TO PAY THE PRINCIPAL OF AND INTEREST ON SUCH BONDS, AND RELATED MATTERS

duly passed and approved by the Corporate Authorities of the City of O’Fallon, St. Clair County, Illinois, on the __ day of December, 2015, and that the same has been deposited in the official files and records of my office.

IN WITNESS WHEREOF, I hereunto affix my official signature and the seal of said County, this ____ day of December, 2015.

County Clerk of St. Clair County, Illinois

(SEAL)



CITY COUNCIL AGENDA ITEMS

To: Mayor and City Council
From: Sandy Evans, Director of Finance
Walter Denton, City Administrator
Date: November 16, 2015

Subject: An Ordinance amending and supplementing Ordinance Number 3890, which provided for the issuance of General Obligation bonds, Series 2015 and providing for a levy of taxes to pay the principal of and interest on such bonds, and related matters.

List of committees that have reviewed: None

Background: While the City anticipates receiving TIF revenues sufficient to abate the levy related to the 2015 Bonds, the 2015 Bonds are general obligation bonds supported by a tax levy authorized pursuant to the original bond ordinance. The purpose of this Ordinance is to amend and supplement the original bond ordinance to reduce the levy on the 2015 Bonds for levy years 2027 and 2028 and extend the levy through 2032 (collectible 2033) resulting in a more level levy schedule.

Legal Considerations, if any: Ordinance written and reviewed by Bond Counsel.

Budget Impact: None

Staff recommendation: Recommend approval

Smiley Home
101 Dartmouth

LD 2015-01

Year built 1958?

RECEIVED SEP 08 2015



BUILDING DEPARTMENT ORIGINAL

APPLICATION FOR DESIGNATION AS A LANDMARK
(Please print)

I. Applicant

A. Applicant's Name Ronald and Krista Robbs

B. Mailing Address 101 Dartmouth Drive, O'Fallon

C. Telephone Number 618.628.2195

D. Please check (✓) under which capacity you are filing: ?

1. The recorded owner of the property, as of 12-18-2005 (date)

2. Other. (Explain fully) _____

Signature Krista Robbs Date 8-13-15

II. Property Information

A. Street address of property being considered: 101 Dartmouth Dr.

(as representative of Southview Gardens development) ?

B. Legal description and parcel ID # of property. Applicant to provide deed to property. (attach supplementary sheet if necessary.) LOT 27 OF SOUTHVIEW

GARDENS - 04-32.0-118-001

C. Present Use. family residence

III. Applicable Landmark Criteria

1. ✓ 2. 3. ✓ 4. 5. ✓ 6. 7. 8. ✓

The following criteria as set forth in Section 151.31 of Ordinance 3043 of the City of O'Fallon will be considered in designating an area, place, building, structure or other object as an O'Fallon Landmark:

1. Its significance or value as part of the historical, cultural, artistic, social, ethnic, political, or other heritage of the community, state or nation;
2. Its location as a site of a significant local, county, state or national event;
3. Its identification with a person who significantly contributed to the development of the community, county, state or nation;
4. Its identification as the work of a master builder, designer or architect whose individual work has influenced the development of the community;
5. Its embodiment of elements of design, detailing, materials or craftsmanship that renders it architecturally significant or innovative;
6. Its archaeological significance to the community, county, state or nation by virtue of information yielded or is likely to yield important to history or prehistory;
7. Its character as a particularly fine or unique example of utilitarian structure including, but not limited to, farmhouses, buildings or other commercial structures with a high level of integrity or architectural significance;
8. Its representation of a sense of time and place unique to the City.

IV. Landmark Request

- A. Describe present and historic physical appearance. (Attach supplementary sheet.)
- B. State significance of property and justify criteria selection. (Attach supplementary sheet.)
- C. Plat. Two copies of a plat of the lot or area shall be filed with the application.
- D. Names of neighboring property owners: (For district nominations only.) If the application is for a landmark district, the application must be accompanied by a list of the names and addresses of the owners of record lying within the district.
- E. Photo. Include a photo of the proposed landmark.
- F. Note: The O'Fallon Historic Preservation Commission meets on the first Tuesday of each month. Applications for designation must be filed with the Commission at least 30 days prior to the date of said meeting.

History

The newly platted subdivision of Southview Gardens was annexed into the City of O'Fallon on September 16, 1957. It consisted of 83 acres with lots laid out for an initial 29 homes with the promise of 90 total. The development, previously farmland, was owned by George Schwarz, president of O'Fallon Quality Dairy, who purchased it from the estate of Ernest Smiley, a founder and first president of the First National Bank of O'Fallon. The developer was Pinckneyville, Illinois native and former Pinckneyville Ford car dealer Charles Ritchey Smiley (1920-1997). Smiley decided to go from cars to home building in O'Fallon in 1956 and became franchised as a National Homes dealer. Before turning to Southview, he built 25 houses on Joy Drive. While not born in O'Fallon, Smiley had deep O'Fallon roots. His father, Leslie, was an O'Fallon native and a nephew of Ernest Smiley, the previous owner of the Southview land. His grandfather, Charles Smiley, built the California mission style house, unusual for O'Fallon, at 503 N. Lincoln Ave. in 1910 and co-founded the Smiley Brothers Phone Exchange with his brother Ernest. Counted among the local pioneer families, the Smileys settled in the O'Fallon area prior to O'Fallon's founding.

Southview Gardens came at a time when O'Fallon was beginning to feel growth due in large part to its proximity to Scott Air Force Base. In 1950 O'Fallon's population was 3022 but by 1960 it had swelled to 4705. The new subdivision was positioned to take advantage of military personnel looking to live off base in neighboring O'Fallon. Just weeks before the subdivision was annexed, a plea went out from the base expressing the urgent need for more housing, particularly for officers associated with the incoming Military Air Transport Service.

On January 9, 1958 an 8-page "Special National Homes Section" appeared in the O'Fallon Progress touting Southview Gardens and the National Homes being built there. That weekend all were invited to view the newly built display home at 101 Dartmouth Dr. The development and its affordable housing stock was considered a major event with Mayor Henry A. Schwarz even providing a welcoming message in the paper. The advertisement was clearly aimed at Air Force personnel. It was no surprise, then, that the display home would soon be occupied by USAF families especially in the early years.

Along with the subdivision came a flurry of activity elsewhere in the city. The sanitary sewer system was being upgraded and outhouses were banned. In the fall of 1958 a new high school was opened at Smiley and Route 50 and the following summer ground was broken for Southview Plaza. 1959 saw the founding of Bank of O'Fallon and the opening of Memorial Pool in Community Park. But the following May also brought the closing of St. Ellen mine ending over a century of coal mining in O'Fallon. By then, however, O'Fallon had already started on the road which would lead it to ever increasing growth which has characterized it for over half a century.

Architecture

Our designated "Smiley Home" Sunwood exhibits many characteristics of a Minimal Traditional style home built in vast numbers from the 1940's on. They commonly dominate large tract housing developments that sprung up nationwide in response to a people recovering from the Great Depression, World War II, & facing a huge housing shortage.

1950's homebuyers were traditional about their tastes in homes. They wanted to have modern features but distrusted modern design as faddish. The designer of our home, Emil A Schmidlin, states that Americans' interest is centered on "the little white house", the lines of which are ageless & always popular. Crossing the threshold is like returning once again to one of the most charming & gracious periods in our nation's history.

Some dismiss these simple, practical, functional, no nonsense, plain vanilla homes as "non style" quickly constructed of inexpensive materials. In fact Modern Traditional was a pacesetter style using rapidly evolving building methods & materials.

Modern Traditional style is recognized as a small one-story with minimum decoration & low pitched, often side-gabled roof, minimal eaves and roof overhang, exteriors of wood, brick, or mix, and parallel orientation to the street with large picture windows marking placement of the living room.

The interior of the Sunwood was designed incorporating recommendations from the 1956 Woman's Congress on Housing. Convenient traffic flow between kitchen & bedrooms without going through the living room lessens the housewife's cleaning chores and keeps the living room ready to receive visitors at all times.

Several models of National Homes were constructed in O'Fallon. The variety of models led to a diverse mix among the blocks of the original subdivision. Over time, additional alterations have been made. Aluminum lap and board-and-batten siding have been replaced with vinyl siding. Windows and doors have been replaced with more efficient insulated versions. Front porches of varied configurations have been added. Back porches have been expanded and some enclosed to create living space. Several of the attached one-car garages have been converted to living space as well.

National Significance

The idea of a low cost, well-designed, and high quality home has a long history in the United States. Some trace this back to packaged building materials imported in the seventeenth and eighteenth centuries by European colonists. Many historians credit Sears, Roebuck & Co. for bringing pre-fabricated homes to the forefront. After World War II, companies offering a relatively complete package of components to builders began to provide low cost housing to fulfill the need driven by shortages of the Great Depression and WWII, when hundreds of thousands of soldiers returned and wanted homes of their own.

Of great importance in this drive for affordable housing were initiatives by the government to aid military veterans. Conceived in 1944, the home loan guaranty program began with the goal to relieve the economic and sociological problems of post war readjustments of millions of men and women then serving in the Armed Forces. This program has since morphed into what is now known as a VA Loan.

Mass-producing a relatively complete home in a factory is generally traced to the formation of the Sportsmen's Trailer Company, later re-named Schult Homes in Elkhart, Indiana in 1934. Their first products were relatively small structures on wheels aimed at fishermen, hunters, and campers. It quickly became clear that there was also a market for trailers that would function as permanent housing. While a few competing manufacturing firms were founded before WWII, the real growth erupted afterwards, often in northern Indiana by alumni of Schult.

Prefabricated housing consists of components built in an off-site factory and assembled on the site of the house. Prefabrication made construction relatively quick, once a foundation was laid, a house could be erected in two-to-five weeks. Located in New York, the best-known pre-fabricated home community is most probably Levittown. Similar communities were built in Pennsylvania, New Jersey, and Puerto Rico. Levittown gets its name from its builder, the firm of Levitt & Sons, founded by Abraham Levitt on August 2, 1929, which built the district as a planned community between 1947 and 1951. Levittown was the first truly mass-produced suburb and is widely regarded as the archetype for postwar suburbs throughout the country.

In O'Fallon, Illinois Charles Smiley used the National Homes Corporation to develop what became the community known as Southview Gardens. National Homes Corporation began in 1940 and was headquartered in Lafayette, Indiana. National Homes built prefabricated and modular houses, apartments, mobile classroom units, and mobile homes. It also offered financing and insurance to its buyers. In a keen marketing move, Charles Smiley openly advocated using FHA and VA Loan programs for the purchase of his homes. At the same time there was a drive by Scott Air Force Base for local communities to assist with affordable housing.

As promising as all of this may have been, it should be noted that fair housing laws were not enacted until 1968. Racial covenants and racial steering were often used to restrict home buying in certain areas. Racial covenants are contractual agreements among property owners that prohibit the purchase, lease, or occupation of their premises by a particular group of people, usually African Americans. Additionally, racial steering – the practice of discouraging persons of a particular race to buy or not buy real estate in particular areas – was used to segregate the races. Policies of racial covenants and racial steering were an unfortunate, yet direct, reflection of the views of many in society during this period of history in which planned communities such as Levittown and others were created. Indeed, clause 25 of the standard lease for the first Levitt houses, which included an option to buy, stated that the home could not "be used or occupied by any person other than members of the Caucasian race." Similarly, Saint Clair County had racial covenants during this time as well. It is not yet established as whether or not Southview Gardens used racial covenants to select, or restrict, tenants. Both are illegal under the 1968 Federal Fair Housing Law, as well as under the Illinois Real Estate Brokers and Salesmen License Act.

And so, history shows us the complexities of economics, society, and innovation is not always unblemished as seen through the lens of time. Still, through modern technology, support from government programs, and entrepreneurship, post World War II affordable housing was made available to a great many Americans.

Building Methods

The local developer, in our case C. Ritchie Smiley, was responsible for the installation of streets and utilities. Local carpenters would prepare a concrete slab, with plumbing and electrical lines stubbed-up. The house materials would arrive at the building site on a tractor-trailer. The walls were pre-made, using 2X3 joists faced with 1/2" drywall, the biggest panels measuring 8' by 12'. Pull wires were already located inside the walls so that wiring could be installed. Outside walls came with an aluminum siding made to look like traditional board-and-batten. Roof trusses were erected and paneled and shingled. Everything down to the roofing nails came shipped on the trailer. A team of six carpenters did all the work, and could erect a house in a single day.

Owners were encouraged to contribute "sweat equity" to the job; Smiley would supply paint and owners could use the equivalent of their work contribution as part of the down-payment on the house.

Appendix

"Living in Smiley Homes" by Michael Schroeder (OTHS, '63)

My father was in the Air Force, and, in the summer of 1959, he was transferred from Burtonwood AFB in NE England to Scott AFB. Upon arriving back in the States, we went to visit my grandparents in Wisconsin while our parents located housing near Scott.

We were probably fairly typical of military families at the time, and had moved several times, always renting houses or apartments because we knew that each place was temporary. Imagine our surprise when our parents announced that they had bought a house in a new development in O'Fallon, Illinois, not far from St. Louis. We had lived in Germany, Texas, Washington, D.C., and two places in England. Our "home base" in the United States was at our grandparents' house in Wisconsin.

O'Fallon was a small, rural town, serving the surrounding farming community. The times were very different than they are now, as was the town. Going out to eat in a restaurant was considered something of an extravagance, and was certainly a rare occurrence. That O'Fallon really did not have restaurants (other than the Dog'n'Suds) was not unusual.

We moved into the Smiley Homes development and went about the business of getting to know the neighbors, getting ready for the coming school year (I was entering high

school), and finding our way around. The houses being built were all pre-fabricated, which was something of a novelty.

Our house, like most, was a ranch with 3 bedrooms, one bathroom, a living room/dining room combination, and a kitchen. A one-car, attached garage was considered a great luxury. Imagine being able to unload groceries without having to brave the elements. The only weather to suffer was the heat, and, in those days, air conditioning was rare. Neither cars nor houses had it (nor, we learned, did schools).

The houses were built on slabs, so there were no basements, and storage was, by today's standards, minimal. My parents' room was the largest, and my two sisters shared the next largest room. I had the smallest bedroom, but it seemed great to me.

Most of the neighbors were also military families, and, as such, were more connected to each other than to the rest of the community. We shared a history of being "migrant workers", with many moves and with fathers who were sometimes gone for periods of time ranging from weeks to months. We had to learn to adjust quickly, to meet others, and to get on with life. I can only think of a few families that were not military, the Merkel's, the Bellina's, and the owner of the haberdashery in the strip mall, Vince. The rest of us were people whose only local connections were each other.

The neighborhood was not unlike many to come later. Both the houses and the people were new. I think that this was something that began after WWII with the GI Bill, but blossomed in towns like O'Fallon where there was a large military presence. At school, we assimilated into the community to some degree, but we always had a little bit of "apartness". We joined in school activities, participated in sports, drama, debate, and other extra-curricular activities. Some kids joined scouting organizations, delivered newspapers, etc.. We made friends in school and our parents often made friends with the parents of our friends.

High school students walked to school, but buses came for grade school kids. My sisters were in in grade school, so they took the bus to school. I don't remember what happened with people who attended junior high school, or whether that was just a part of the grade school.

There were not many part-time jobs at which one was employed, but we mowed lawns, washed cars, raked leaves, baby-sat, and found other ways to make some spending money.

The large community park in O'Fallon had a really nice swimming pool, a real oasis in the hot, humid summers without air conditioning. Many of us, however, went out to the pool at Scott. We relied on O'Fallon, though, for dances above the police station and walks through the park with friends. We were exuberant youth, and the O'Fallon made room for us and accepted us.

I lived in Smiley Homes, O'Fallon, for the entire time I was in high school – four years – longer than I had ever lived in one place in my life until then. Upon graduation, I went to Wisconsin to work in a Green Giant cannery before starting college. My parents moved to Germany. There was no internet. Phone calls had to be “long distance” and were expensive. Letters were the only real way of staying in touch, and I lost touch for many years.

I have been back to O'Fallon several times in the past few years for reunions. I always make a point of driving through Smiley Homes and looking at the houses where I and my friends lived. That transient neighborhood holds many memories and provided a foundation for me when I was a boy trying to learn how to be a man. I see that the willow tree that my dad and I planted has been replaced by an oak. When did that happen, and why? All of the trees are now mature, and so, I hope, am I.

Acknowledgments

Thanks to the owners of our representative home, Krista and Ronald Robbs, for their cooperation in the nomination process, and more importantly for the care with which they have maintained and preserved the house at 101 Dartmouth, the very first of the Smiley Homes.



CITY COUNCIL AGENDA ITEM

To: Mayor Graham and City Council

From: Ted Shekell, Planning Director
Pam Funk, Assistant City Administrator

Date: November 2, 2015

Subject: Ordinance ____: An Ordinance Designating 101 Dartmouth Drive as a Local Historic Landmark in O'Fallon, Illinois (1st READING)

List of committees that have reviewed: The Community Development Committee reviewed this application at their October 26, 2015 meeting and recommended approval with a vote of 6 to 0.

Background:

- Local Historic Landmark Designation for 101 Dartmouth Drive. Ronald & Krista Robbs are requesting the designation.
- The property meets the following designation criterion:
 - 1. Its significance or value as part of the historical, cultural, artistic, social, ethnic, political, or other heritage of the community, state or nation;
 - 3. Its identification with a person who significantly contributed to the development of the community, county, state or nation;
 - 5. Its embodiment of elements of design, detailing, materials or craftsmanship that renders it architecturally significant or innovative;
 - 8. Its representation of a sense of time and place unique to the City.
- The Historic Preservation Commission held a Public Hearing at its October 6, 2015 meeting and recommends approval of the Local Historic Landmark.

Legal Considerations, if any: None

Budget Impact: Minimal cost of plaque.

Staff recommendation: Approval of designation.

ORDINANCE NO. ____

**AN ORDINANCE DESIGNATING
AS A LOCAL HISTORIC
LANDMARK 101 DARTMOUTH
DRIVE IN O’FALLON, ILLINOIS,
PURSUANT TO THE
REQUIREMENTS OF CHAPTER
151 OF THE O’FALLON CODE OF
ORDINANCES
(Situated on Parcel Number 04-32.0-
118-001)**

WHEREAS, Chapter 151 of the City of O’Fallon Code of Ordinances provides rules and parameters for designating historic structures and districts; and

WHEREAS, Chapter 151 gives the Commission responsibility for recommending to the City Council those structures or districts that have significant local, state or national historical or architectural importance; and

WHEREAS, the Commission has received and accepted an application from Ronald & Krista Robbs for designation as a local historic landmark; and

WHEREAS, the Commission held a public hearing pursuant to the requirements of Chapter 151 on October 6, 2015 to consider the designation of 101 Dartmouth Drive as a local historic landmark; and

WHEREAS, the Commission unanimously recommends to the City Council that 101 Dartmouth Drive in the City of O’Fallon represents a site that is significant to the historical, cultural, artistic, social, ethnic, or political heritage of the community; identifies with a person who significantly contributed to the development of the community, county state or nation; embodies elements of design, detailing, materials or craftsmanship that render it architecturally significant; and represents a sense of time and place unique to the City.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF O’FALLON, ST. CLAIR COUNTY, ILLINOIS AS FOLLOWS:

Section 1. Findings. Based upon the City Council’s review of the application and the testimony giving at the public hearing, and having made itself familiar with the project, the council makes the following affirmative determinations: 101 Dartmouth Drive is significant to the historical, cultural, artistic, social, ethnic, or political heritage of the community; identifies with a person who significantly contributed to the development of the community, county state or nation; embodies elements of design, detailing, materials or craftsmanship that render it architecturally significant; and represents a sense of time and place unique to the City.

Section 2. Adoption. That 101 Dartmouth Drive shall hereafter be designated as a landmark of local historical significance pursuant to the provision of Chapter 151.

**CITY OF O’FALLON, ILLINOIS
ORDINANCE NO. _____**

**AN ORDINANCE AMENDING
CHAPTER 120 “RESIDENTIAL
RENTAL LICENSES”**

WHEREAS, the City of O’Fallon currently maintains Chapter 120, as amended “Residential Rental Licenses”, of the City Code of Ordinances; and

WHEREAS, since adoption of Chapter 120 and amendment thereto, the Illinois State Legislature has enacted Section 5/1-2-1.5 of the Illinois Municipal Code (65 ILCS 5/1-2-1.5) which sets forth certain restrictions for the enforcement of Ordinances that penalize tenants or landlords for certain matters concerning domestic violence or sexual violence and for certain matters concerning individuals with disabilities; and

WHEREAS, Section 5/1-2-1.5(d) of the Illinois Municipal Code, specifically denies the home rule authority of a municipality; and

WHEREAS, since certain sections of Chapter 120 of the City Code of Ordinances, as currently worded, contravene Section 5/1-2-1.5 of the Illinois Municipal Code, it is necessary for the City to amend Chapter 120 to bring it into compliance with Section 5/1-2-1.5 of the Illinois Municipal Code.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF O’FALLON, ST. CLAIR COUNTY, ILLINOIS AS FOLLOWS:

Section 1. The forgoing recitals are incorporated herein as findings of the City Council.

Section 2. Section 120.08, 120.09 and 120.10 are repealed in their entirety and replaced with the following:

§ 120.08 Crime-Free Lease Addendum.

- A. No Owner of Rental Housing may rent or lease Rental Housing without requiring the tenant to sign a Crime-Free Lease Addendum as part of any lease executed after the effective date of this ordinance. The clause shall make criminal activity (not limited to violent criminal activity or drug related criminal activity engaged by, facilitated by or permitted by the renter, member

of the guest or other party under the control of the renter) a lease violation authorizing eviction. The Owner shall have authority under that clause to initiate an eviction proceeding as specified in the Illinois Compiled Statutes Forcible Entry and Detainer Statutes. Proof by a preponderance of the evidence of criminal violations shall be sufficient for purposes of eviction.

Criminal activity shall mean any arrest and/or charge of a criminal offense which would constitute a felony or Class "A" misdemeanor under Illinois or a misdemeanor or felony under federal law including but not limited to; murder, kidnapping, aggravated kidnapping, prostitution, solicitation of prostitution, pandering, obscenity, child pornography, unlawful distribution of harmful materials to a minor, sale of obscene publication, criminal housing management, possession of explosives, unlawful use or possession of weapons, unlawful sale of firearms, unlawful gambling, unlawful keeping of a gambling place, concealing a fugitive, violation of the Illinois Controlled Substances Act, violation of the Cannabis Control Act.

B. The Crime-Free Lease Addendum shall be substantially as follows:

"CRIME-FREE LEASE ADDENDUM"

In addition to all other terms of the lease, landlord and tenant agree as follows:

The tenant, any member of the tenant's household, any guest or any other person or persons associated with the tenant or his or her household, common areas or appurtenances:

1. Shall not engage in any criminal activity as defined hereafter while on the licensed property. For the purposes of this lease, criminal activity shall mean any arrest and/or charge of a criminal offense which would constitute a felony or Class "A" misdemeanor under Illinois or a misdemeanor or felony under federal law including but not limited to; murder, kidnapping, aggravated kidnapping, prostitution, solicitation of prostitution, pandering, obscenity, child pornography, unlawful distribution of harmful materials to a minor, sale of obscene publication, criminal housing management, possession of explosives, unlawful use or possession of weapons, unlawful sale of firearms, unlawful gambling, unlawful keeping of a gambling place, concealing a fugitive, violation of the Illinois Controlled Substances Act, violation of the Cannabis Control Act.
2. Shall not engage in any act intended to facilitate any criminal activity, as defined herein, and/or obstruct or resist law enforcement against criminal activity, as defined herein, while on the rental property.
3. Shall not permit and/or allow the dwelling unit, common areas or appurtenances to be used for or facilitate any criminal activity as defined herein.

Should the tenant, any member of the tenant's household, any guest or any other person or persons associated with the tenant or his or her household, common areas or appurtenances violate any provisions stated herein, such a violation shall constitute material noncompliance with this lease and shall further constitute grounds for termination of tenancy and eviction subject to the following;

Illinois State law, Chapter 65 ILCS 5/1-2-1.5, specifically prohibits the enforcement of the City of O'Fallon's Crime Free Ordinance based on (A) contact made to police or other emergency services, if (i) the contact was made with the intent to prevent or respond to domestic violence or sexual violence; (ii) the intervention or emergency assistance was needed to respond to or prevent domestic violence or sexual violence; or (iii) the contact was made by, on behalf of, or otherwise concerns an individual with a disability and the purpose of the contact was related to the individual's disability; (B) an incident or incidents of actual or threatened domestic violence or sexual violence against a tenant, household member, or guest occurring in the dwelling unit or on the premises; or (C) criminal activity or a local ordinance violation occurring in the dwelling unit or on the premises that is directly relating to domestic violence or sexual violence, engaged in by a tenant, member of a tenant's household, guest, or other party, and against a tenant, household member, guest, or other party.

- C. In case of conflict between the provisions of this addendum and any provisions of the Lease or other rental agreement, the provisions of this addendum shall govern.
- D. This Crime-Free Lease Addendum is incorporated into the Lease or renewal thereof between landlord/manager and tenant/lessee.

§ 120.09 Criminal Activity - Residential Rental Property.

It is hereby declared to be against the health, peace and comfort of the City for any property owner, agent or manager to allow or permit the following:

- A. Rental of Rental Housing to a tenant who allows criminal activity as defined in Section 120.08 A to occur relating to the tenant, member of the tenant's household, guest or other party under control of the tenant.
- B. The tenant, any member of tenant's household, any guest or any other person or persons associated with the tenant to engage in any act intended to facilitate or that does facilitate criminal activity as defined in Section 120.08.
- C. The tenant, any member of tenant's household, any guest or any other person or persons associated with the tenant to permit the Rental Housing to be used for or to facilitate criminal activity as defined in Section 120.08.
- D. Rental of Rental Housing to a tenant who allows any of the following offenses to occur relating to the tenant, member of the tenant's household, guest or other party under control of the tenant to occur: commission of four (4) or more City Ordinance Violations related to incidents occurring in or near the rental unit or that tend to affect the quality of life of others living in the immediate area in a six (6) month period or an unreasonably high number of calls for police service including, but not limited to, calls that may fall within the descriptions listed above that when compared to other properties in the City of O'Fallon of similar type, reasonably indicate that the activity at this property is out of character for the area and is impacting the quality of life of those in the area.
- E. Violation by Owner, including any agent, employee, or operator, of any provision of this Chapter, including but not limited to:
 - 1. Failure to maintain Rental Housing in conditions consistent with the CPTED Inspection Criteria.

2. Violations of the Property Maintenance Code.
3. Operating Rental Housing in a manner in contravention of the laws protecting the public health and safety.

Chapter 120, Section 120.09 of the City Code of Ordinances, shall not apply to; (A) contact made to police or other emergency services, if (i) the contact was made with the intent to prevent or respond to domestic violence or sexual violence; (ii) the intervention or emergency assistance was needed to respond to or prevent domestic violence or sexual violence; or (iii) the contact was made by, on behalf of, or otherwise concerns an individual with a disability and the purpose of the contact was related to the individual's disability; (B) an incident or incidents of actual or threatened domestic violence or sexual violence against a tenant, household member, or guest occurring in the dwelling unit or on the premises; or (C) criminal activity or a local ordinance violation occurring in the dwelling unit or on the premises that is directly relating to domestic violence or sexual violence, engaged in by a tenant, member of a tenant's household, guest, or other party, and against a tenant, household member, guest, or other party.

§ 120.10 Suspension or Revocation of License.

- A. The City Director of Public Safety may take or require corrective action up to and including suspension or revocation of any license issued hereunder if he or she determines from the report of any City officer or City employee making an inspection, or any other reliable available information, that the licensee has violated any provision of Chapter 120. Suspension or revocation shall be limited to specific units involved in violations of this chapter, unless it is reasonably determined by the City that the revocation of the license for other or all units is required to protect the public safety or to prevent continued violations.
- B. Any suspension or revocation of a license may be appealed directly to the to the Hearing Officer of the City for review and determination under such rules as provided for appeals to the Hearing Officer under the City Zoning Ordinance, except such appeals shall be filed within fifteen (15) days of the Director's decision. Such suspension or revocation may be stayed by the Director pending the decision of the Hearing Officer unless the Director confirms specifically in writing that public safety may be threatened by such stay.
- C. Any Owner whose Residential Rental License has been suspended may not collect rent for the Rental Housing or units for which the suspension or revocation has been issued for the period of time that such suspension or revocation is in effect under any lease, lease term, or other rental agreement entered into after the effective date of this ordinance. It shall be a violation for any tenant to occupy a rental unit where the Crime-Free Rental Housing License has been suspended or revoked.
- D. In addition to any penalties or remedies set forth in this Chapter, the City may deny any occupancy permit or other site permit for Rental Housing for which the Owner is in violation of this Chapter.

Upon its passage and approval, this Ordinance shall be in full force and effect ten (10) days after its publication in pamphlet form as required by law.

Passed by the City Council this _____ day of _____ 2015.

ATTEST:

Approved by the Mayor this__ day

(seal)

of _____ 2015.

Philip A. Goodwin, City Clerk

Gary L. Graham, Mayor

ROLL CALL:	McCoskey	Meile	Kueker	Albrecht	Mouser	Hagarty	Drolet	SUB TOTALS
Aye								
Nay								
Absent								

ROLL CALL:	Roach	Bennett	Marsh	Smallheer	Holden	Cozad	Gerrish	SUB TOTALS	SUM OF TOTALS
Aye									
Nay									
Absent									



CITY COUNCIL AGENDA ITEMS

To: Mayor Graham and City Council
From: Eric Van Hook, Chief of Police
Walter Denton, City Administrator
Date: November 16, 2015
Subject: Ordinance amending Chapter 120 "Residential Rental Licenses"

List of committees that have reviewed: Public Safety Committee

Background: The Illinois State Legislature has enacted Section 5/1-2-1.5 of the Illinois Municipal Code (65 ILCS 5/1-2-1.5) which sets forth certain restrictions for the enforcement of Ordinances that penalize tenants or landlords for certain matters concerning domestic violence or sexual violence and for certain matters concerning individuals with disabilities. Since certain sections of Chapter 120 of the City Code of Ordinances, as currently worded, contravenes Section 5/1-2-1.5 of the Illinois Municipal Code, it is necessary for the City to amend Chapter 120 to bring it into compliance with Section 5/1-2-1.5 of the Illinois Municipal Code. An amendment to the original Ordinance was added to reflect the State Statute language.

Legal Considerations, if any: City Attorney, Dale Funk.

Budget Impact: None.

Staff recommendation: Approval.



**DRAFT MINUTES
COMMUNITY DEVELOPMENT COMMITTEE
6:00 PM Monday, November 9, 2015**

Minutes of a regular meeting of the Community Development Committee of the City of O'Fallon, held at the Public Safety Building, 285 N. Seven Hills Road, O'Fallon, Illinois.

CALL TO ORDER: 6:10 PM

- I) Roll Call** – *Committee members:* Jerry Albrecht, Gene McCoskey, Ray Holden, Harlan Gerrish, David Cozad and Jerry Mouser. *Other Elected Officials Present:* Herb Roach, Kevin Hagarty, Bob Kueker, Ned Drolet, Mike Bennett and Richie Meile. *Staff:* Jim Cavins and Justin Randall. *Visitors:* Vern Malare, Kie Zelms, Stu Kastens, Ron Zelms and Charlie Pitts.
- II) Approval of Minutes from Previous Meeting** – All ayes. Motion carried.
- III) Items Requiring Council Action**
 - A. Verizon Lease Agreement (1st Reading) – Justin Randall provided an overview on the lease agreement for a co-location on the existing cell tower on Regency Park Place. Randall informed the committee they city would receive a lease payment of \$1,500 per month. Additionally, the city would receive a one-time payment of \$5,000 to cover the legal cost associated with the creation of the lease agreement. The committee discussed the lease and recommended the ordinance for approval with a vote of 6-0.
 - B. SEPA- St. Jude's Crusader Tree Lot (Motion) – Justin Randall provided an overview of the Christmas tree lot at Gator's this year. It is very similar to previous years. The committee recommended approval of the special event with a vote of 6-0.
 - C. 101 Dartmouth Drive Landmark Designation (2nd Reading) – Justin Randall indicated there had been no change on the landmark designation.
- IV) Other Business - None**

MEETING ADJOURNED: 6:30 PM

NEXT MEETING: November 23, 2015 – Public Safety Building

Prepared by: Justin Randall, Senior City Planner

RECEIVED OCT 27 2015



COMMUNITY DEVELOPMENT DEPARTMENT
255 S. Lincoln Avenue, 2nd Floor
O'Fallon, IL 62269
Ph: (618) 624-4500 x4
Fax: (618) 624-4534

Attach proof of not-for-profit status with application
OR
Provide \$50.00 application fee with application

APPLICATION FOR A SPECIAL EVENT PERMIT

Event Name: ST. JUDE CRUSADERS CHARITY TREE LOT
Location of Event: GATORS
Name of Event Organization: ST. JUDE CRUSADERS
Name of person in charge of event (applicant) and mailing address: DAVID WOLF
1808 CABINETS CT., O'FALLON IL 62269
Phone: 618-792-1884 E-Mail: DAVIDWOLF@HOTMAIL.COM
Secondary Contact Person: MIKE SHALTER BRAND
Phone: 618-789-6325 E-Mail: MSHAD1@AOL.COM
Beginning Date / Times: NOV 27TH, 10 AM TO 6 PM Ending Date / Times: DEC 23RD 10 AM - 9 PM

THE FOLLOWING INFORMATION (WHERE APPLICABLE) MUST BE PROVIDED IN WRITTEN FORM BEFORE APPLICATION WILL BE PROCESSED.

1. NARRATIVE (Including hours of operation; activities provided; signage including dimensions, quantity, location, etc...; traffic/parking plan; contingency plans for rain; plans for toilet facilities; security plan; expected attendance; etc...).

[X] ATTACHED

2. Sketch plan of site.

[X] ATTACHED

3. Permission letter from property owner, if applicant is not the property owner.

[X] ATTACHED [O] NOT APPLICABLE

4. Proof of not-for-profit status (so that application fee can be waived.)

[X] ATTACHED [O] NOT APPLICABLE

5. Proof of Liability Insurance should be provided and if event is held City property, City of O'Fallon, should be named as an additional insured in the amount of One Million Dollars (\$1,000,000).

[O] ATTACHED [O] NOT APPLICABLE

Will have policy by date of event

6. Damage bonds or cash deposit to protect City facilities (this would be mainly for out-of-town sponsors) in the amount of \$300,000. [O] PAID [X] NOT APPLICABLE

7. Liquor license information for beer sales (including hours of sale): -NA-
(Attach release/indemnification forms and a copy of the liquor license and certificate of liquor liability)

8. List for profit vendors and sales tax numbers (to verify that sales tax is collected and remitted) to be provided prior to event: -NA-

9. Special consideration requests such, as City provided assistance. (Fees may be charged for these Services.) **Please include specific considerations requested in narrative or as an attachment.**

NONE REQUESTED

Street Department, IDOT (for street closings, signalization, and detour routes)

Parks Department

Police Department

Fire and EMS Department

10. Coordinate all food concessions with St. Clair County Health Department at (618)233-7769.

PERMIT REQUIRED (please attach copy)

NOT APPLICABLE

11. American Disability Compliance

ATTACHED

NOT APPLICABLE

As part of the approval of this Special Event Permit, temporary signs for said Special Event shall be permitted as provided for in the City Sign Ordinance or as otherwise approved by the City Council.


Electrical inspections are required for all new exterior electrical connections. The City electrical inspector must be contacted a minimum of twenty-four (24) hours prior to inspection.


Signature of Applicant/ person in charge of event

Date of Submission

FOR OFFICE USE ONLY

ELIGIBLE FOR ADMINISTRATIVE APPROVAL? () YES (X) NO

 10/27/15

ADMINISTRATIVE APPROVAL CONDITIONS:

APPROVED BY COMMUNITY DEVELOPMENT DIRECTOR & DATE _____

All other requests for "Special Events Permits" not approved by the Community Development Director shall go before the Community Development Committee and the City Council for their approval.

APPROVED: CITY COUNCIL _____ (DATE)

Date: October 19, 2015

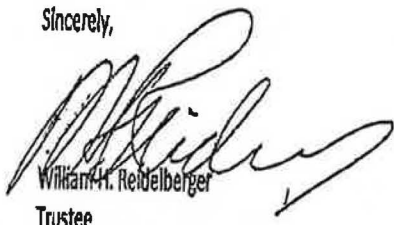
To: City of O'Fallon

From: K&R Trust, William Reidelberger, Trustee
1042 Shadow Ridge Crossing
O'Fallon, IL 62269
618-632-98269

Subject: Sale of Christmas Trees
406 W. Hwy 50/ 406 W. 8th
O'Fallon, IL 62269

We are aware Christmas trees will be sold at the above referenced property.

Sincerely,



William H. Reidelberger
Trustee

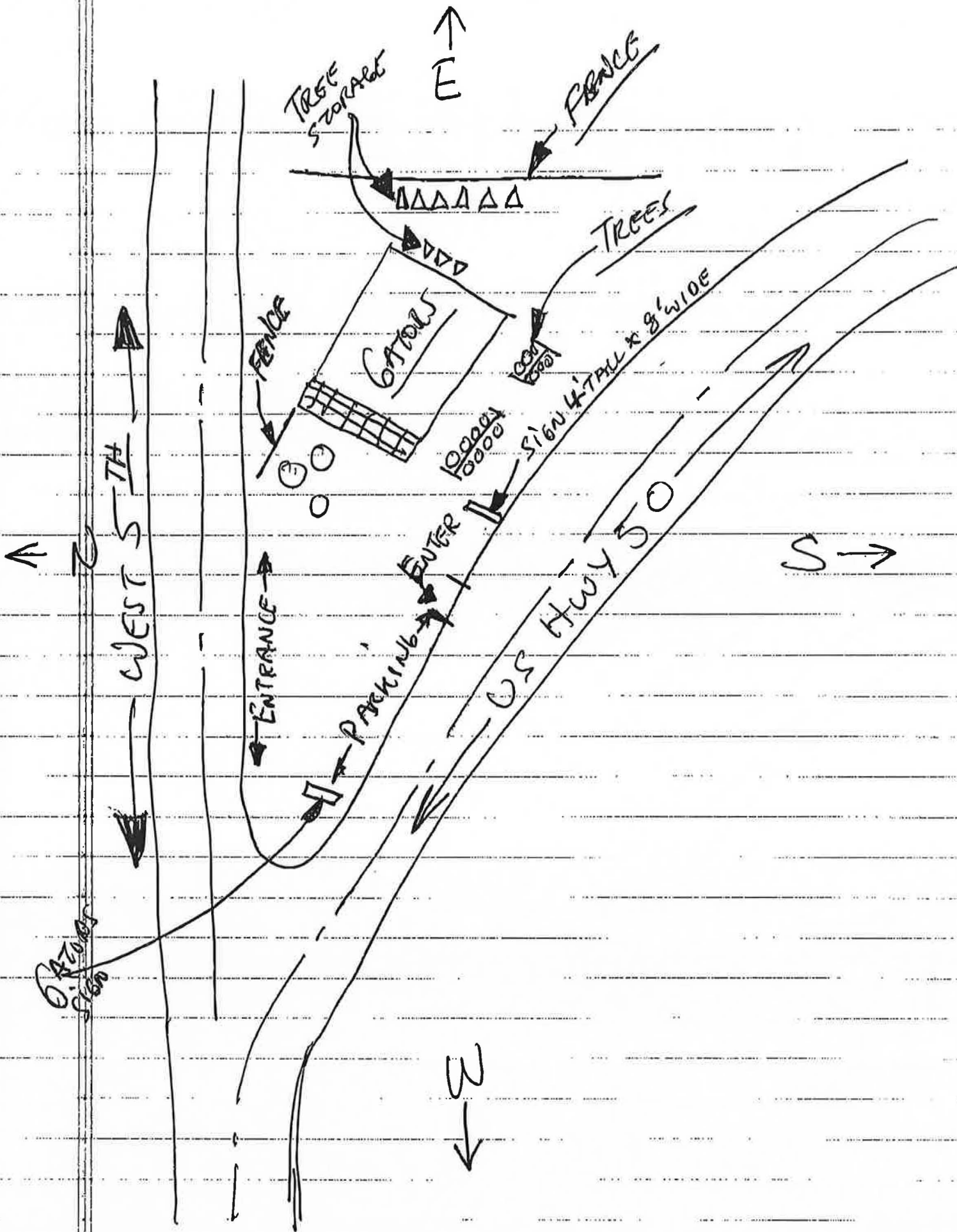
St. Jude Crusaders Charity Tree Lot

From: November 27, 2015

To: December 23, 2015

**Hours of Operation: Monday through Friday 12:00 pm to 9:00 pm
Saturday 9:00 am to 6:00 pm
Sunday 12:00 pm to 6:00 pm**

- Toilet Facilities are located within Gators
- Signage – there is the Gators sign located at the corner of Hwy 50 and West 5th Street
We also have a sign made of wood that is 8ft x 4ft which will be located facing Hwy 50
On the South side of Gators (see sketch plan).
- Parking is located on the South side of the lot aligning Hwy 50 (see sketch plan).
- We expect to sell between 150 to 200 trees.



IRS DEPARTMENT OF THE TREASURY
INTERNAL REVENUE SERVICE
CINCINNATI OH 45999-0023

ST JUDES CRUSADERS
9730 E WATSON RD STE 100
SAINT LOUIS, MO 63126

*Tax Exempt
initials*

Date of this notice: 10-07-2009

Employer Identification Number:
27-1067051

Form: SS-4

Number of this notice: CP 575 E

For assistance you may call us at:
1-800-829-4933

IF YOU WRITE, ATTACH THE
STUB AT THE END OF THIS NOTICE.

WE ASSIGNED YOU AN EMPLOYER IDENTIFICATION NUMBER

Thank you for applying for an Employer Identification Number (EIN). We assigned you EIN 27-1067051. This EIN will identify you, your business accounts, tax returns, and documents, even if you have no employees. Please keep this notice in your permanent records.

When filing tax documents, payments, and related correspondence, it is very important that you use your EIN and complete name and address exactly as shown above. Any variation may cause a delay in processing, result in incorrect information in your account, or even cause you to be assigned more than one EIN. If the information is not correct as shown above, please make the correction using the attached tear off stub and return it to us.

Assigning an EIN does not grant tax-exempt status to non-profit organizations. Publication 557, *Tax Exempt Status for Your Organization*, has details on the application process, as well as information on returns you may need to file. To apply for formal recognition of tax-exempt status, most organizations will need to complete either Form 1023, *Application for Recognition of Exemption Under Section 501(c)(3) of the Internal Revenue Code*, or Form 1024, *Application for Recognition of Exemption Under Section 501(a)*. Submit the completed form, all applicable attachments, and the required user fee to:

Internal Revenue Service
PO Box 192
Covington, KY 41012-0192

The Pension Protection Act of 2006 contains numerous changes to the tax law provisions affecting tax-exempt organizations, including an annual electronic notification requirement (Form 990-N) for organizations not required to file an annual information return (Form 990 or Form 990-EZ). Additionally, if you are required to file an annual information return, you may be required to file it electronically. Please refer to the Charities & Non-Profits page at www.irs.gov for the most current information on your filing requirements and on provisions of the Pension Protection Act of 2006 that may affect you.

To obtain tax forms and publications, including those referenced in this notice, visit our Web site at www.irs.gov. If you do not have access to the Internet, call 1-800-829-3676 (TTY/TDD 1-800-829-4059) or visit your local IRS office.



CITY COUNCIL AGENDA ITEM

To: Mayor Graham and City Council
From: Ted Shekell, Planning Director
Walter Denton, City Administrator
Date: November 16, 2015
Subject: Special Event Permit – Christmas Tree Lot at Gator's (MOTION)

List of committees that have reviewed: The Community Development Committee reviewed this application at its November 9, 2013 meeting and recommended it for approval with a vote of 6 to 0.

Background

Applicant: Dave Wolf of St. Jude's Crusaders
Event: Christmas Tree Lot
Date/Time: November 27, 2015 through December 23, 2015
Monday- Friday 12 pm to 9 pm; Saturday- 9 am to 6 pm; Sunday- 12 pm to 6 pm
Location: 406 West Highway 50- Gator's Frozen Custard
Event Details:

- Fund raiser for St. Jude's Crusaders

Signage Request:

- 32 square foot sign placed at entrance to parking lot on Highway 50

City Assistance Request: None

Notes:

- Event is consistent with previous year's request

Legal Considerations, if any: None

Budget Impact: None

Staff Recommendation

The Fire Department had comments included below. Public Safety had no issues with the application. Staff recommends approval of the Special Event Permit with the following conditions:

1. The trees should not be within 10 feet of the building which could be a fire hazard.
2. Open burning on the lot must be in a commercial burn pit and shall not be located within 10 feet of the building or combustibles. Fire pit needs to be monitored at all times and completely extinguished at the close of business.
3. Sufficient lighting must be provided during evening hours.
4. Signage is limited to one 32 sq. ft. sign.
5. All temporary structures and facilities must be removed within 10 calendar days after the expiration of the special event permit.



Public Safety Committee Minutes
November 9, 2015 5:00 p.m.

Minutes of a regular meeting of the Public Safety Committee of the City of O'Fallon, held in the Community Room, Public Safety Building, 285 N. Seven Hills Road, O'Fallon, Illinois, November 9, 2015. Call to order 5:00 p.m.

ROLL CALL:

Members Present: Hagarty, Drolet, Kueker, Roach,
Members Not Present: Marsh, Smallheer
Staff Liaison: Chief Van Hook - OPD, Chief Brent Saunders - OFD
Other Aldermen Present Albrecht, Bennet, Cozad, Gerrish, Holden, McCoskey, Meile
Other Persons Present Pam Funk – Asst. City Administrator; Mark Berry – OPD;
Keith Townsend – OPD; Vern Malare – Resident; Charlie
Pitts – Resident; Ron Zelms – Resident; Kie Zelms –
Resident; Mr. Barnett – Resident; Misty McDonald - OPD;
Media Persons Present: None

Acting Chairman Hagarty declared a quorum present and requested a Motion to approve the Minutes of October 12, 2015 Alderman Kueker made a Motion to accept the minutes of October 12, 2015 as presented and Alderman Drolet seconded the Motion. All Ayes.

New Business

Item 1. No Parking Ordinance Hill Top Lane – Chief Van Hook stated that the City has determined it is in the best interest of its residents that Hilltop Lane be designated as no parking. If cars are parked on the side of the street on Hill Top it makes it impossible for any large truck to pass through the neighborhood. This would enable fire truck to pass through to get to a fire response call.

Action: Take the Chapter 78, Schedule 1 No Parking Zones on Hill Top Lane to City Council for approval.

Motion: A motion was made by Alderman Kueker to present Chapter 78, Schedule 1 to City Council for approval and Alderman Roach seconded the motion. All ayes.

Disposition: Closed

Item 2. Venita Overpass and Light on the Substation – It was asked for public safety to review the Venita/ Taylor Road overpass with the lights at the substation. Now that leaves are falling off the trees, while coming over the overpass on Venita the lights from the substation are directly pointed to the road causing a “blinding” effect on drivers. Please view for safety of drivers and possible ask for the lights to be re-directed down to the ground rather than at the roadway.

Action: None

Motion: None

Disposition: Closed

Old Business

Item 1. Crime Free Residential Rental Licenses – Chief Van Hook stated that the Governor signed an act which sets forth certain restrictions for the enforcement of Ordinances that penalize tenants or landlords for certain matters concerning domestic violence or sexual violence and for certain matters concerning individuals with disabilities. Chief stated that the police department could not request an eviction that only the landlord can request eviction on these types of incidents. Chief will send out the revised Ordinance to the Alderman for review.

Action: This item will go for a second reading at the Council Meeting dated November 16, 2015

Motion: None

Disposition: Closed

Acting Chairman Hagarty asked if anyone had any other New Business not on the Agenda, hearing no New Business, Acting Chairman Hagarty called for a Motion to adjourn. A Motion to adjourn was made by Alderman Drolet and Alderman Kueker seconded the Motion. All ayes.

Meeting Adjourned:	5:27 p.m.
Next PS Meeting:	December 14, 2015 5:00 p.m.
Minutes Taken By:	Misty McDonald

MEMO

To: City Clerk, Phil Goodwin
Finance Committee:
Mike Bennett, Chair
Jerry Albrecht – Vice Chairman
Ned Drolet
Bob Kueker
Gene McCoskey
Herb Roach
Matt Smallheer

From: Patricia Diess
Date: November 13, 2015
Subject: Invoices for November 16, 2015
Amount: \$816,126.25
Warrant: #337

Attached, for the Finance Committee's and the City Council's approval, is the bills list for November 16, 2015 in the amount of \$816,126.25 as well as \$356.00 for Seasonal Park Payments, \$2,145.00 for Parks Refunds, and \$706.30 for Utility Billing Refunds. If you have any questions or should need further information, please let me know.

Copy: Sandy Evans
City Council
Mayor Graham

CITY OF O'FALLON

BILL LIST FOR November 16, 2015
Warrant #337

The Mayor and the City Council of the City of O'Fallon, Illinois, hereby approve the attached list of bills and authorize the Director of Finance to forward payment on the 17th of November, 2015. The Office of Finance is hereby authorized to borrow from any fund having an excess cash balance to pay the bills for any fund having a cash deficit.

Gary Graham, Mayor

ATTEST:

Philip Goodwin, City Clerk

	A	B	C	D	E
1	AP Warrant FY 2016				
2	Invoice Due Date.Date mm-dd-yyyy	(Multiple Items)			
3					
4	Invoice Amount				
5	Vendor Name	Invoice Number	Invoice Description	Date mm-dd-yyyy	Total
6	Absopure Water Co	55403119	Strts-Lease Payment	10/31/2015	\$5.00
7		55409780	WWTP-Lease Payment	10/31/2015	\$5.00
8		83807153	Strts-Drinking Water	10/21/2015	\$31.25
9	Absopure Water Co Total				\$41.25
10	Ace Hardware of O'Fallon	64630	Sportspark-U Bolt	10/01/2015	\$5.97
11		64632	FD-Limeaway, Pushbroom, Etc	10/01/2015	\$37.96
12		64633	Cemetery-Handheld Blower, Broom, Locking Clamp	10/01/2015	\$318.95
13		64644	FD-Square, Magnetic Strip, Center Punch, Asst'd Fasteners, Etc	10/02/2015	\$75.68
14		64658	Pks/Rec-Nerf Wars Safety Glasses, Goggles	10/02/2015	\$55.92
15		64684	Cemetery-Edger Blades, High Performance	10/05/2015	\$70.87
16		64693	Strts-Simple Green Cleaner, Forged Galv Plug	10/05/2015	\$27.14
17		64701	Sportspark-Hose Connector, Sprinklers, Flexogen Hoses	10/05/2015	\$137.84
18		64725	FD-Sign Stake, Zinc, Wire Hooks, Filament, Grommet Kit, Cable Ti	10/06/2015	\$68.38
19		64735	FD-Popcorn Kit	10/06/2015	\$72.00
20		64742	Cemetery-Nozzle Fan Sprayer	10/07/2015	\$4.49
21		64757	Pks/Rec-Swivel Hasps	10/07/2015	\$15.98
22		64762	Wtr-Spray Paint	10/07/2015	\$44.91
23		64768	FD-Gorilla Clear Repair Tape	10/07/2015	\$7.99
24		64772	Wtr-Rake, Fertilizer, Straw, Fescue, Eye Bolt	10/08/2015	\$274.76
25		64773	Cemetery-Masking Tape	10/08/2015	\$5.99
26		64779	EMS-Propane Tank Refill	10/08/2015	\$35.98
27		64794	Swr-Glass Cleaner, Fresh Wipes, Fantastik, Fiskers, Screwdriver	10/08/2015	\$38.24
28		64867	PD-Silicone	10/12/2015	\$5.99
29		64878	Pks/Rec-Coupler, Adapter, Plug Cleanout	10/12/2015	\$16.84
30		64929	Pks/Rec-Key Kwikset	10/31/2015	\$5.37
31		64960	Wtr-Spray Paint	10/15/2015	\$44.91
32		64972	PD-Lever Flush	10/15/2015	\$5.99
33		64991	Pks/Rec-Bulbs, Backpack Sprayer	10/16/2015	\$134.98
34		65083	Cemetery-Sealant Proflex	10/21/2015	\$17.98
35		65093	Pks/Rec-Battery	10/21/2015	\$2.49
36		65094	FD-Light Bulbs	10/21/2015	\$11.99
37		65095	Wtr-Spray Paint	10/21/2015	\$39.92
38		65159	FD-Lime-Rust Remover	10/24/2015	\$4.99
39		65173	Pks/Rec-Firelog, Utility Lighter for Kickball Tournament	10/24/2015	\$24.98
40		65174	Pks/Rec-Straw, Extn Cords, Utility Lighter	10/24/2015	\$64.89
41		65176	Pks/Rec-Camp Fork, Skewer Set	10/24/2015	\$45.40
42		65192	Strts-Propane Tank Refill	10/26/2015	\$17.99
43		65227	Pks/Rec-Trimmer	10/27/2015	\$359.99

	A	B	C	D	E
44		65228	Pks/Rec-Trimmer Exchange Credit	10/27/2015	-\$30.00
45		65289	Pkas/Rec-Supplies for Kickball Tournament	10/29/2015	\$32.95
46		65313	Wtr-Wire, Straw	10/30/2015	\$62.64
47		Oct2015 Disc-CH	CH-October 2015 Discount	10/31/2015	-\$59.87
48		Oct2015 Disc-FD	FD-October 2015 Discount	10/31/2015	-\$27.41
49		Oct2015 Disc-PW	PW-October 2015 Discount	10/31/2015	-\$55.29
50	Ace Hardware of O'Fallon Total				\$2,026.77
51	Airgas USA LLC	9044774075	EMS-Oxygen	10/23/2015	\$171.78
52	Airgas USA LLC Total				\$171.78
53	Al's Automotive Supply Inc	05GJ2388	FD-Diesel Exh Fluid	10/01/2015	\$12.41
54		05GJ4378	FD-Halogen Capsules	10/05/2015	\$19.28
55		05GJ5332	FD-Gear Oil	10/05/2015	\$17.97
56		05GJ8373	FD-Sea-Foam, Lead Substitute, High Performance Thread	10/08/2015	\$53.35
57		05GK2385	FD-Dome Light	10/12/2015	\$17.58
58		05GK3367	FD-Dome/Inter, Light Mounting	10/13/2015	\$26.74
59		05GK4895	FD-Dome/Inter Return Credit	10/14/2015	-\$10.72
60		05GK4898	FD-Trailer Connector Kit	10/14/2015	\$24.20
61		05GK5075	FD-14 BLA	10/15/2015	\$19.50
62		05GK8183	FD-Plastic Hose Connectors, Hose Clamps	10/19/2015	\$13.72
63		05GL0906	FD-Conventional Oil, Grease Cartrage, Air Filter, TuneUp Grease	10/21/2015	\$74.56
64		05GL1179	FD-Conventional Oil, Washer Fluid, HVAC Air Door Actuator	10/21/2015	\$55.27
65		05GL3600	FD-Air Filter	10/23/2015	\$18.16
66	Al's Automotive Supply Inc Total				\$342.02
67	Ameren Illinois	1001-110115	Strts-Utilities for Street Lights	11/03/2015	\$41.23
68	Ameren Illinois Total				\$41.23
69	AmerenIP	0916-101515	Monthly Utilities	11/03/2015	\$63,570.14
70	AmerenIP Total				\$63,570.14
71	American Legal Publishing Co	107264	Admin-October 2015 S-16 Editing	10/28/2015	\$357.00
72		107274	Admin-October 2015 S-2 Folio/Internet Editing	10/29/2015	\$33.15
73	American Legal Publishing Co Total				\$390.15
74	Anderson Hospital	20546	EMS-CPR AED Cards	10/02/2015	\$135.00
75	Anderson Hospital Total				\$135.00
76	Anderson Pest Solutions	3570539	Sportspark-Pest Control	11/01/2015	\$54.60
77		3570565	Fac-Pest Control	11/01/2015	\$227.33
78		3570842	WWTP-Pest Management	11/01/2015	\$110.00
79		3571156	Swr-Pest Management	11/01/2015	\$54.00
80	Anderson Pest Solutions Total				\$445.93
81	APA-St Louis Metro Section	110915	CDD-Nov 2015 Luncheon, Randall/Shekell/Stevenson	11/09/2015	\$40.00
82	APA-St Louis Metro Section Total				\$40.00
83	Arrow Fabricare Services	801737	FD-Standard Clean Pants, Suspenders, Repl Velcro, Kneepads, Etc	10/09/2015	\$241.55
84	Arrow Fabricare Services Total				\$241.55
85	AT&T	0905-100415	Local Charges	10/04/2015	\$910.55
86		5556139204	171-796-1027 322	10/28/2015	\$1,884.67

	A	B	C	D	E
87	AT&T	6186286917711	618 628-6917 330 7	11/04/2015	\$79.38
88	AT&T Total				\$2,874.60
89	Auffenberg Dealer Group	448139	PD-Svc on 2014 Ford Explorer	11/03/2015	\$500.56
90		79597	Strts-Transmitter	11/02/2015	\$49.38
91	Auffenberg Dealer Group Total				\$549.94
92	Azavar Audit Solutions Inc	11335	September 2015 Contingency Payment	10/26/2015	\$2,365.94
93		11364	August 2015 Contingency Payment	11/01/2015	\$16,586.20
94	Azavar Audit Solutions Inc Total				\$18,952.14
95	B & P Trophy House	1347	Pks/Rec-Kickball Tournament Sub-Engraved Plates	10/30/2015	\$15.00
96	B & P Trophy House Total				\$15.00
97	B C Signs	23630	PD-Yard Signs	10/22/2015	\$100.00
98		23649	Strts-Street Signs	11/06/2015	\$328.00
99	B C Signs Total				\$428.00
100	Bank of Edwardsville, The	110915	CDD-Loan 1060302749 Pmt	11/09/2015	\$542.68
101	Bank of Edwardsville, The Total				\$542.68
102	Bank of O'Fallon	111115	FD-Loan 4950189010 Pmt	11/11/2015	\$19,850.82
103	Bank of O'Fallon Total				\$19,850.82
104	Banner Fire Equip Inc	439883	FD-Kangaroo Glove Gntlet (Med, Lg, XL)	10/26/2015	\$2,380.00
105	Banner Fire Equip Inc Total				\$2,380.00
106	Batteries Plus Bulbs	378-300411	FD-Batteries for Palable Generator on Trailer	10/29/2015	\$38.50
107		378-300484	FD-7.2V Liion Batteries/Thermal Imaging Camera	10/29/2015	\$34.99
108		378-300794	PD-Batteries	11/04/2015	\$39.99
109		378-300900	Swr-AAA Alkaline Batteries	11/06/2015	\$32.64
110	Batteries Plus Bulbs Total				\$146.12
111	Bel-O Cooling & Heating Inc	85139	Fac-Labor	10/14/2015	\$135.00
112		85327	FD,EMS-Labor	10/23/2015	\$180.00
113	Bel-O Cooling & Heating Inc Total				\$315.00
114	Ben Meadows Company	SI02044458	Pks/Rec-Axe, Single Bit, Ditch Bank Blade	11/03/2015	\$156.60
115	Ben Meadows Company Total				\$156.60
116	Bernreuter Sod Farms	16484	Cemetery-Fescue Sod, Pallet Deposit, Straw Bales	10/21/2015	\$270.00
117	Bernreuter Sod Farms Total				\$270.00
118	Bobcat of St Louis	P23475	Sportspark-Supplies for Filter/Oil Change	11/03/2015	\$168.61
119	Bobcat of St Louis Total				\$168.61
120	Broadway Truck Centers	258992P	Wtr-Elements, Fuel Filter	10/02/2015	\$148.72
121	Broadway Truck Centers Total				\$148.72
122	Bruckert, Gruenke & Long PC	4474	TIF1 Rasp	11/04/2015	\$112.50
123		4475	Central City TIF	11/04/2015	\$202.50
124		4476	Central Park TIF, Gander Mountain	11/04/2015	\$225.00
125		4478	Route 50 TIF/ Ice Rink	11/04/2015	\$112.50
126		4480	CDD-ZHO Case on Stonebridge Villas	11/04/2015	\$450.00
127		4481	TIF 2/Greenmount Medical Plaza	11/04/2015	\$45.00
128	Bruckert, Gruenke & Long PC Total				\$1,147.50
129	BSN Sports Collegiate Pacific	97325451	Pks/Rec-16 Balls for Kickball Tournament	10/23/2015	\$76.16

	A	B	C	D	E
130	BSN Sports Collegiate Pacific Total				\$76.16
131	Buckeye Cleaning Center	922821	Pks/Rec-2 Grn Seal Ecosoft TP	10/22/2015	\$108.36
132		923886	Sportspark-Lg Gloves, Toilet Paper, 5 Gal Clnr/Degrs, Bowl Clnr	10/28/2015	\$294.07
133	Buckeye Cleaning Center Total				\$402.43
134	Butler Supply Co	12179663	Pks/Rec-PVCP280 2" Type 80 Conduit	10/22/2015	\$91.42
135		12179664	Pks/Rec-PVCP280 2" Type 80 Conduit	10/22/2015	\$475.38
136		12182366	Pks/Rec-PVCP280 2" Type 80 Conduit	10/26/2015	\$189.68
137		12183806	Pks/Rec-PVCP280 2" Type 80 Conduit	10/27/2015	\$189.68
138		12191101	WWTP-Oxidation Ditch	11/03/2015	\$2,731.80
139		12191102	WWTP-1800W 120V Photo Control	11/03/2015	\$32.04
140	Butler Supply Co Total				\$3,710.00
141	Casper Stolle Quarry	993972	Strts-Rock	10/26/2015	\$131.67
142		994194	Strts-Commercial Rock	11/02/2015	\$325.10
143		994242	Wtr-Commercial Rock	11/03/2015	\$300.34
144		994351	Swr-Commercial Rock	11/05/2015	\$323.85
145	Casper Stolle Quarry Total				\$1,080.96
146	Castle Acres LLC	110515	Strts-Warranty Deed	11/05/2015	\$25,000.00
147	Castle Acres LLC Total				\$25,000.00
148	CDW Government Inc	BBF0367	it.Windows Desktop and Office SA Licenses	10/30/2015	\$21,111.75
149		BBG9330	IT-Windows Server SA Licenses	10/30/2015	\$30,813.03
150	CDW Government Inc Total				\$51,924.78
151	Challenger Sports Teamwear LLC	607836	Pks/Rec-O & S Soccer Uniforms	09/16/2015	\$59.50
152	Challenger Sports Teamwear LLC Total				\$59.50
153	Charter Communications	1026-112515	PD/EMS-Acct 8345 78 225 0024452 Pmt	10/18/2015	\$184.16
154		1030-112915	PD/EMS-Acct 8345 78 225 0259918 Pmt	10/20/2015	\$80.00
155		1101-113015	FD-Acct 5345 78 225 0104221 Pmt	10/23/2015	\$53.92
156		1101-113015B	FD/EMS-Acct 8345 78 205 0048974 Pmt	10/21/2015	\$59.06
157		1108-120715	Wtr/Strts-Acct 8345 78 225 0099975 Pmt	11/01/2015	\$14.76
158		1108-120715B	FD-Acct 8345 78 225 0076569 Pmt	11/01/2015	\$33.71
159	Charter Communications Total				\$425.61
160	Christ Bros Products LLC	9943	Strts-Rock	10/26/2015	\$597.40
161	Christ Bros Products LLC Total				\$597.40
162	Christ Truck Svc Inc	15409	Pks/Rec-1 Load RR-3 Rip Rap, 16.16 Tons	10/20/2015	\$314.49
163		15443	Strts-13 1/2 Yds Mulch	10/23/2015	\$377.50
164		15490	Pks/Rec-12 1/2 Yds Mulch	10/30/2015	\$352.50
165	Christ Truck Svc Inc Total				\$1,044.49
166	Christone Enterprise	101615	CDD-Crime Free Renewal Refund/1007 Oak Tree Ct	10/16/2015	\$45.00
167	Christone Enterprise Total				\$45.00
168	Cletes Auto Repair	83473	PD-Svc on 2008 Chevrolet Truck, Unit 57	10/23/2015	\$983.34
169	Cletes Auto Repair Total				\$983.34
170	CMS Communications Inc	1519766-IN	IT-Phone System Switch	10/16/2015	\$3,603.31
171	CMS Communications Inc Total				\$3,603.31
172	Code Enf Officials of So IL	103015	CDD-November 12, 2015 Luncheon	10/30/2015	\$75.00

	A	B	C	D	E
173	Code Enf Officials of So IL Total				\$75.00
174	Commerce Bank	AD102615-1	Pks/Rec-Adobe ID Creative Clid	10/11/2015	\$29.99
175		BS102615-1	FD-Ear Muffs, D Rings, Detail Brush, Tape, Rotary Tool, Etc	10/23/2015	\$235.58
176		BS102615-2	FD-Open House Parking Supplies	10/07/2015	\$94.90
177		BS102615-3	FD-Open House Lunch for 50 Volunteers	10/08/2015	\$164.97
178		BS102615-4	FD-IFCA Conference Meal	10/12/2015	\$23.29
179		BS102615-5	FD-Wireless Keyboards	10/11/2015	\$119.85
180		BS102615-6	FD-Halloween Safe Stop Supplies	10/13/2015	\$119.92
181		BS102615-7	FD-Lodging for ICFA Conference	10/14/2015	\$404.54
182		DB102615-1	Eng-IPSI Conference Meals	10/07/2015	\$40.10
183		DG102615-1	IT-Standard Legacy Plan	10/01/2015	\$108.00
184		DG102615-2	IT-Conference Lodging	10/24/2015	\$254.46
185		FS102615-1	Eng-Padfolio w/Zippered Closure	09/29/2015	\$32.86
186		FS102615-2	Swr-Part for Camera	10/05/2015	\$99.22
187		FS102615-3	Wtr/Swr-Lifeproof Phone Cases	10/19/2015	\$218.94
188		GG102615-1	Admin-Items for Celebration Race	10/07/2015	\$160.56
189		GG102615-2	Admin-Kiplinger Newsletter Subscription	10/16/2015	\$59.00
190		HB102615-1	PW-Effingham Conf Lodging/Bowman,Brockhahn,Shewmaker,Gross	10/09/2015	\$1,980.20
191		HB102615-2	Wtr-Class C Water Operations/Ahle & Williams	10/05/2015	\$600.00
192		JC102615-1	PD-Trail Camera for Investigations	10/07/2015	\$438.94
193		JF102215-1	Pks/Rec-Horticulture Field Day @MoBot	10/02/2015	\$48.00
194		JF102215-2	Pks/Rec-Horticulture Field Day Lunch	10/02/2015	\$38.39
195		JF102215-3	Pks/Rec-2016 Membership Renewal	10/21/2015	\$285.52
196		JS102615-1	CDD-Travel Expenses for Nat'l ICC Conference	10/01/2015	\$1,112.80
197		JS102615-2	CDD-Steel Toe Boots/Koerkenmeier, Jerry	10/19/2015	\$179.99
198		JT102615-1	Eng-License Renewal	10/19/2015	\$61.50
199		JW102615-1	PD/EMS-Conference Lodging	09/28/2015	\$176.00
200		MAF102615-1	PD-Plate Renewal	10/01/2015	\$103.25
201		MAF102615-2	Admin-Clerk Meeting	10/16/2015	\$601.00
202		MB102615-1	PD-Coffee with a Cop Event	09/29/2015	\$20.49
203		MB102615-2	PD-Supplies for Citizen Academy	10/23/2015	\$49.96
204		MJH102615-1	Pks/Rec-Misc Fees Foundation Filing Fee	10/01/2015	\$36.25
205		MJH102615-2	Pks/Rec-Chicago Airfare	10/13/2015	\$159.01
206		MJH102615-3	Pks/Rec-Registration for PersonalDynamics-StrengthenYourPeopleSk	10/16/2015	\$25.00
207		MK102615-1	Lib-Shipping	10/22/2015	\$105.85
208		MK102615-2	Lib-Support Staff Membership	10/02/2015	\$25.00
209		MK102615-3	Lib-PLA 2016 Training	10/19/2015	\$125.00
210		MS102615-1	Pks/Rec-Training Materials, Repl Hand Dryers	10/20/2015	\$949.07
211		MS102615-1 Lib	Lib-Program Refreshments	09/28/2015	\$13.37
212		MS102615-2 Lib	Lib-Backup Service	10/01/2015	\$5.00
213		MS102615-3 Lib	Lib-Banner (Chg'd 2, Will give store credit)	10/05/2015	\$106.20
214		MS102615-4 Lib	Lib-2015 Conference, Lodging	10/19/2015	\$505.00
215		MS102615-5 Lib	Lib-Zoll Pedi-Padz	10/15/2015	\$97.99

	A	B	C	D	E
216		MS102615-6 Lib	Lib-Airfare for Public Library Assn Conference	10/19/2015	\$815.88
217		MS102615-7 Lib	Lib-Resource Guide, CDs, T Shirt, Throw Kick Read Shirt	10/24/2015	\$60.00
218		MS102615-8 Lib	Lib-Lodging for Peoria Conference	10/26/2015	\$234.62
219		NM102615-1	Pks/Rec-Metrofest 2015 Marcelletti Tourney	09/29/2015	\$675.00
220		NM102615-2	TvlPermits/Rust,Ferrenbach,Nieroda,Hoelscher,Hamm,Black,Kasten	10/07/2015	\$135.00
221		NM102615-3	Pks/Rec-Soccer Jerseys, Socks, Shorts	10/20/2015	\$115.08
222		NM102615-4	Pks/Rec-Mini Pumpkins	10/08/2015	\$15.80
223		NM102615-5	Pks/Rec-Fall Fest Supplies	10/26/2015	\$266.07
224		NM102615-6	Pks/Rec-Wilkerson Travel Permit	10/20/2015	\$15.00
225		NM102615-7	Pks/Rec-Schudal Player Request/Release	10/21/2015	\$40.00
226		NM102615-8	Pks/Rec-IPRA/SIPRA Fall Workshop	10/20/2015	\$25.00
227		OPD102615-1	PD-Glow Sticks for Halloween Safe Stops	10/01/2015	\$227.83
228		OPD102615-2	PD-Metallic Green Certificates	10/13/2015	\$164.08
229		OPD102615-3	PD-Thermal Sheet Paper	10/14/2015	\$101.77
230		OPD102615-4	PD-Trailer Rental	10/15/2015	\$65.00
231		PF102615-1	EconDev-Baggage Charges, Airfare/ICMA Conference	10/06/2015	\$1,056.80
232		PPC102615-1	Pks/Rec-IPRA School	09/29/2015	\$25.00
233		PPC102615-2	Pks/Rec-Airfare, Rental Car for NRPA School	10/02/2015	\$350.96
234		PPC102615-3	Pks/Rec-NRPA School Lodging	10/01/2015	\$1,436.72
235		PPC102615-4	Pks/Rec-Nerf Wars Supplies	10/02/2015	\$4.07
236		PPC102615-5	Pks/Rec-Fall Fest Supplies	10/20/2015	\$15.00
237		RJ102615-1	Lib-Samsung Nook, Materials	10/21/2015	\$132.96
238		RJ102615-2	Lib-Netflix	09/29/2015	\$11.99
239		RJ102615-3	lib-DVD	10/07/2015	\$26.46
240		RJ102615-4	Lib-Conference Registration	10/19/2015	\$125.00
241		RJ102615-5	Lib-ILL Straps	10/21/2015	\$398.54
242		SE102615-1	Admin-Wall Street Journal	09/29/2015	\$32.99
243		SE102615-2	Admin-IGFOA Conference	10/19/2015	\$190.00
244		SE102615-3	FD-Tax ID # for Fire Pension Board	10/24/2015	\$120.00
245		TC102615-1	FD-Mini Audio Cable, Headphone Extension	10/02/2015	\$28.98
246		TC102615-2	FD-Hangers	10/04/2015	\$7.88
247		TD102615-1	IT-Seagate Backup Plus Portable 4	10/16/2015	\$179.99
248		TR102615-1	Lib-Story Time Free Play Materials	09/28/2015	\$122.95
249		TR102615-2	Lib-HPC Contest, Halloween Event Supplies	10/19/2015	\$98.73
250		TR102615-3	Lib-Summer Reading Program Supplies	10/19/2015	\$131.04
251		TS102615-1	CDD-Travel Expenses for Bloomington Conference	10/10/2015	\$371.87
252		TS102615-2	CDD-Planner's Breakfast	10/13/2015	\$13.00
253	Commerce Bank Total				\$17,852.02
254	Commercial Door & Hardware	508340	Fac-Adjust Breakroom Door	10/26/2015	\$85.00
255	Commercial Door & Hardware Total				\$85.00
256	Communication Revolving Fund	T1610776	PD-Communication Charges	10/19/2015	\$1,483.32
257	Communication Revolving Fund Total				\$1,483.32
258	Custom Screen Printing Inc	29574	EconDev-Imprinted Sport Shirts	10/23/2015	\$106.00

	A	B	C	D	E
259	Custom Screen Printing Inc Total				\$106.00
260	Datamax Office Systems	1023205	Contract CN912-02	10/29/2015	\$79.09
261		1030505	Contract CN6537-01	11/07/2015	\$4.62
262	Datamax Office Systems Total				\$83.71
263	Datamax STL Leasing	L306309026	IT Plotter Lease	11/05/2015	\$254.56
264	Datamax STL Leasing Total				\$254.56
265	Dave Schmidt Truck Svc	P43072	Strts-Manual for TYMCO Sweeper	10/21/2015	\$41.47
266		P43108	Strts-Oil/Fuel/Air Filters, Cabin Filter	10/29/2015	\$225.00
267		T79983	Strts-Svc on 2013 International, Unit 23	11/04/2015	\$242.46
268	Dave Schmidt Truck Svc Total				\$508.93
269	Davis, Thomas	Sep2015	Reimb/Cell Phone Charges	10/04/2015	\$45.00
270	Davis, Thomas Total				\$45.00
271	DELL	XJT63PTD6	FY16 Desktop Computer Purchases - Redundant Hard Drive Models	10/19/2015	\$2,151.60
272		XJT67C548	FY16 Desktop Computer Purchases	10/19/2015	\$16,675.05
273	DELL Total				\$18,826.65
274	Dobbs Tire Center	344763	Strts-Tires	09/30/2015	\$425.36
275	Dobbs Tire Center Total				\$425.36
276	Dutch Hollow Janitor	193413	EMS-Paper Towels, Drink Cups, Foaming Disinfectant, Etc	10/21/2015	\$89.42
277	Dutch Hollow Janitor Total				\$89.42
278	Ed Roehr Safety Products	435678	PD-Body Armor/Lampe/Thomas	08/31/2015	\$1,435.40
279	Ed Roehr Safety Products Total				\$1,435.40
280	EJ Equipment Inc	W00008	Swr-Svc on Tymco 600	10/23/2015	\$650.49
281	EJ Equipment Inc Total				\$650.49
282	Engel, Mike	0404-050315	Reimb/Cell Phone Charges	05/03/2015	\$30.00
283		0804-090315	Reimb/Cell Phone Charges	09/03/2015	\$30.00
284		0904-100315	Reimb/Cell Phone Charges	10/03/2015	\$30.00
285		1004-110315	Reimb/Cell Phone Charges	11/03/2015	\$30.00
286	Engel, Mike Total				\$120.00
287	ERB Equipment/Mitchell	156273	Strts-Fuel/Oil Filters Filter Elements, Oil	10/26/2015	\$1,264.97
288		156303	WWTP/Swr-Filter, Bulb, Air/Oil Filter, Plug, Drain Plug, Etc	10/26/2015	\$3,917.21
289		156520	Strts-Cutting Edges	11/05/2015	\$4,959.00
290	ERB Equipment/Mitchell Total				\$10,141.18
291	Express Medical Care LLC	3393	FD-Firefighter Physical/Donahue, Steven	10/29/2015	\$171.00
292	Express Medical Care LLC Total				\$171.00
293	Falling Springs Quarry Co	327553	Strts-Rock	10/27/2015	\$1,231.14
294		327802	Strts-CM16 032 Asphalt Chips	11/02/2015	\$253.80
295		328075	Strts-2" Clean Rock	11/06/2015	\$241.11
296	Falling Springs Quarry Co Total				\$1,726.05
297	Fastenal Company	ILBEL70361	PW-Gojo Scrub Wipe, Gloves, PB Blaster	10/29/2015	\$193.37
298		ILBEL70362	PW-PB Blaster, Duct Tape, Gloves	10/29/2015	\$179.27
299		ILBEL70473	PW-Caution Blue, Recip Blade, Eyewear, Gloves	11/04/2015	\$299.45
300		ILBEL70504	PW-Gloves, Eyewear	11/06/2015	\$243.14
301	Fastenal Company Total				\$915.23

	A	B	C	D	E
302	Forrest Keeling Nursery	SI-120491	Strts-Plants	10/20/2015	\$4,318.75
303		SI-120492	Sportspark-147 Plants	10/20/2015	\$1,416.30
304	Forrest Keeling Nursery Total				\$5,735.05
305	Four Seasons Dist	47816	Sportspark-Concession Foods	10/22/2015	\$815.00
306	Four Seasons Dist Total				\$815.00
307	Frank, Jamie	0724-082315	Reimb/Cell Phone Charges	08/23/2015	\$45.00
308		0824-092315	Reimb/Cell Phone Charges	09/23/2015	\$45.00
309		0924-102315	Reimb/Cell Phone Charges	10/23/2015	\$45.00
310	Frank, Jamie Total				\$135.00
311	Frost Electric Supply Co	S3557625.001	IT-Network Cable Supplies	10/05/2015	\$54.80
312		S3567076.001	Pks/Rec-PVC 2 1/2" Schedule 80 Conduit	10/23/2015	\$800.98
313	Frost Electric Supply Co Total				\$855.78
314	Funk, Dale M	15-191	CDD-Stonebridge Estates	10/09/2015	\$187.50
315		Nov2015	Attorney Retainer Fee	11/05/2015	\$2,250.00
316	Funk, Dale M Total				\$2,437.50
317	Garnto, Sterling	103015	Reimb/Materials for Phase II Pathway Project	11/09/2015	\$146.00
318	Garnto, Sterling Total				\$146.00
319	Glass America Missouri	I157938061	PD-Windshield, Labor, Adhesive	11/04/2015	\$294.56
320	Glass America Missouri Total				\$294.56
321	Gonzalez Companies LLC	200255706-Bal	CDD-Daily Planner	10/12/2015	\$44.58
322		4393	Strts-Westbrook Stormwater Improvements Phase 1	10/26/2015	\$5,299.50
323	Gonzalez Companies LLC Total				\$5,344.08
324	Gonzalez Office Products	200261321	PD/EMS-Highlighters, Memo Book, Staples, Paper Clips	10/22/2015	\$78.50
325		200264215	PD/EMS-Packaging Tape Refill, Poly Pockets, Index Cards	10/29/2015	\$120.04
326		200264293	EMS-Desk Pad Calendar	10/29/2015	\$21.90
327		200264984	PD-View Binders, Index Dividers	10/30/2015	\$29.51
328		200265008	Admin-Gel Refills	10/30/2015	\$1.83
329		200265018	Admin-Gel Refills	10/30/2015	\$1.83
330		200268557	Wtr/Swr-Rubber Bands	11/06/2015	\$19.35
331	Gonzalez Office Products Total				\$272.96
332	Grainger	9879186170	WWTP/Wtr-Coliform Bottles	10/28/2015	\$335.22
333		9885832866	WWTP,Wtr-Plastic Bottles	11/04/2015	\$507.16
334	Grainger Total				\$842.38
335	Green Guard	5063617	Pks/Rec-Medical Supplies	11/02/2015	\$40.58
336	Green Guard Total				\$40.58
337	Green Machine Lawn & Landscaping, The	111015-#30	Lawn Landscaping, Various Locations	11/10/2015	\$4,955.00
338		111015-#31	Strts-Weed Removal & Spray Application	11/10/2015	\$990.00
339	Green Machine Lawn & Landscaping, The Total				\$5,945.00
340	H & G/Schultz Door	242107	Scramble Keypads Security System	10/19/2015	\$8,260.00
341	H & G/Schultz Door Total				\$8,260.00
342	Hach Company	8641641	Wtr-Dilution Water	10/27/2015	\$374.70
343		9637555	Wtr-Dilution Water	10/23/2015	\$291.47
344	Hach Company Total				\$666.17

	A	B	C	D	E
345	Hansley, Nicole M	5882	Pks/Rec-Winter Play, Holiday Camp	11/10/2015	\$555.80
346	Hansley, Nicole M Total				\$555.80
347	Hawkins Inc	3794939 RI	Wtr-Azone 15 - EPA Reg No 7870-5	10/29/2015	\$2,792.74
348	Hawkins Inc Total				\$2,792.74
349	HD Supply Waterworks Ltd	E656677	Wtr-Gaskets	10/15/2015	\$7.29
350		E667709	Wtr-MJ Plug	10/19/2015	\$65.76
351		E708606	Wtr-PVC Swr Pipe, Marking Flags	10/27/2015	\$223.20
352		E712185	Swr-Frame, Gasket Cover	10/27/2015	\$665.12
353	HD Supply Waterworks Ltd Total				\$961.37
354	Heros in Style	142632	FD-Uniforms/Lynch, Mike	10/07/2015	\$397.93
355		143081	FD-Embroidery Name/White, Brad	10/20/2015	\$6.00
356		143131	FD-Delta Boots/Henson, Troy	10/21/2015	\$118.90
357		143183	PD-Uniforms/Berry, Mark	10/23/2015	\$530.00
358		143196	FD-Uniforms/Bayak, Steve	10/23/2015	\$735.97
359		143339	FD-Uniforms/White, Brad	10/28/2015	\$566.45
360		27019	FD-Uniforms/White, Brad	09/11/2015	\$2,252.56
361	Heros in Style Total				\$4,607.81
362	HMG Engineers Inc	6547.1-106	Swr-Repl Additional Alignment/Re-Design	11/05/2015	\$1,042.50
363	HMG Engineers Inc Total				\$1,042.50
364	Home Depot, The	1010163	Pool-Chemical, Shed Repair	10/20/2015	\$8.61
365		1010130	Pool, Pks/Rec-Coated Sinker, Mason Twine, Cord Storage Reel	10/20/2015	\$52.83
366		13880	Pks/Rec-Concrete Mix	10/01/2015	\$22.23
367		2014773	PD-Simple Green, Degreaser, Towels, Wide Mouth Sprayer	10/09/2015	\$40.73
368		3014624	Pks/Rec-Cable Ties, Concrete Mix	10/08/2015	\$67.87
369		3014689	Strts-Chain, Ink, Wrench Sets, Anchor Shackle	10/08/2015	\$151.95
370		4010902	Strts-All Purpose Sand, Concrete Mix	10/27/2015	\$24.42
371		5014441	Strts-Sand Mix Driveway Seal	10/06/2015	\$156.56
372		5014452	Strts-Sand Mix Driveway Seal	10/06/2015	\$46.97
373		6014312	Strts-Driveway Squeegee, Sand Mix Driveway Seal	10/05/2015	\$198.83
374		9010408	Strts-Powerlock Tape Measure	10/22/2015	\$15.17
375	Home Depot, The Total				\$786.17
376	Homefield Energy	96449415101	Monthly Utilities	10/27/2015	\$35,456.23
377	Homefield Energy Total				\$35,456.23
378	Horner & Shifrin Inc	49481	FD-Fire Dept Training Tower	10/14/2015	\$6,500.00
379	Horner & Shifrin Inc Total				\$6,500.00
380	Hughes Customat Inc	43999	IT-Mat Service	10/20/2015	\$16.16
381		45651	Strts-Wtr-Mat Service	11/03/2015	\$44.61
382		45652	IT-Mat Service	11/04/2015	\$16.16
383		45655	Swr-Mat Service	11/03/2015	\$36.81
384	Hughes Customat Inc Total				\$113.74
385	IL American Water Co	1030-120115	FD/EMS-Monthly Utilities	10/30/2015	\$24.94
386	IL American Water Co Total				\$24.94
387	IL Assn of Chiefs of Police	2015-1037	PD-Training/VanHook, Cavins, Hunter	10/13/2015	\$297.00

	A	B	C	D	E
388	IL Assn of Chiefs of Police Total				\$297.00
389	IL Fire Chiefs Assn	CONF-150067	FD-2015 IFCA Conference Registration	10/18/2015	\$200.00
390	IL Fire Chiefs Assn Total				\$200.00
391	IL Municipal League	102715	Admin-Membership Dues	10/27/2015	\$2,000.00
392	IL Municipal League Total				\$2,000.00
393	IL Section AWWA	200019633	IT-WtrSwr Plans 101, IEPA #8863	10/20/2015	\$32.00
394	IL Section AWWA Total				\$32.00
395	Illinois Electric Works Inc	93620	Sportspark-Fountain Pump	10/12/2015	\$1,010.25
396	Illinois Electric Works Inc Total				\$1,010.25
397	Jack Schmitt Premium Carwash	CW10022015	Eng,PD-Car Washes	10/02/2015	\$26.08
398		CW10052015	PD, FD-Car Washes	10/05/2015	\$32.36
399		CW10062015	CDD-Car Wash	10/06/2015	\$8.09
400		CW10072015	PD,Strts-Car Washes	10/07/2015	\$21.58
401		CW10092015	PD-Car Wash	10/09/2015	\$8.09
402		CW10102015	PD-Car Wash	10/10/2015	\$8.09
403		CW10112015	FD-Car Wash	10/11/2015	\$8.09
404		CW10122015	EMS,PD-Car Washes	10/12/2015	\$27.87
405		CW10132015	PD-Car Washes	10/13/2015	\$25.18
406		CW10142015	PD, FD-Car Washes	10/14/2015	\$19.78
407		CW10162015	Eng-Car Wash	10/16/2015	\$8.09
408		CW10172015	PD-Car Wash	10/17/2015	\$8.09
409		CW10192015	PD-Car Wash	10/19/2015	\$11.69
410		CW10242015	PD-Car Wash	10/24/2015	\$8.09
411		CW10262015	PD-Car Wash	10/26/2015	\$8.09
412		CW10282015	PD-Car Wash	10/28/2015	\$8.09
413		CW10292015	Eng-Car Wash	10/29/2015	\$17.99
414		CW10302015	FD-Car Wash	10/30/2015	\$13.49
415		CW1042015	PD-Car Wash	10/04/2015	\$11.69
416	Jack Schmitt Premium Carwash Total				\$280.52
417	Johnson, Heather	5889	Pks/Rec-Fit Camp	11/10/2015	\$828.80
418	Johnson, Heather Total				\$828.80
419	Johnson, Michelle L	5877-Bal	Pks/Rec-Zumba	12/10/2015	\$84.00
420	Johnson, Michelle L Total				\$84.00
421	Kone Inc	1157078883	CityHall-Elevator Service	11/03/2015	\$333.91
422	Kone Inc Total				\$333.91
423	L W Contractors Inc	13900	Swr-Indian Springs Lift Station Repl	10/31/2015	\$209.75
424		13902	PropS-Juniper Culvert Repair	10/31/2015	\$193.00
425		13909	Strts-Sportspark Parking Lot Grading	10/31/2015	\$3,205.00
426		13910	WWTP-Sludge Lagoon Cleaning	10/31/2015	\$9,440.00
427		13912	Wtr-Simmons Rd Water Main Extension	10/31/2015	\$5,560.00
428	L W Contractors Inc Total				\$18,607.75
429	Lake Contracting Inc	15-1025-CoF	PropS-State Street Sidewalk Improvements, Ph 2	10/24/2015	\$159,933.25
430	Lake Contracting Inc Total				\$159,933.25

	A	B	C	D	E
431	Lamprecht, Kim	831705	EMS-CODE 3 Conference Reimb	09/30/2015	\$150.00
432	Lamprecht, Kim Total				\$150.00
433	Lickenbrock & Sons Inc	86588	Strts-Vise Grips, Acetylene	10/21/2015	\$101.35
434	Lickenbrock & Sons Inc Total				\$101.35
435	Lowenbaum Partnership LLC	78290	Strts-Oct 2015 Legal Services	10/31/2015	\$1,173.75
436	Lowenbaum Partnership LLC Total				\$1,173.75
437	Maclair Asphalt Sales LLC	22640	MFT-Cold Patch	10/26/2015	\$207.60
438		22665	MFT-Cold Patch	11/02/2015	\$142.80
439	Maclair Asphalt Sales LLC Total				\$350.40
440	Market Basket of O'Fallon LLC	134346	Pks/Rec-Steel Edging, Limestone Grade, Limestone AG Lime	10/27/2015	\$722.66
441	Market Basket of O'Fallon LLC Total				\$722.66
442	Maxson Services	7630	FD-Labor, Sink Machine Equipment Chg	10/28/2015	\$135.00
443	Maxson Services Total				\$135.00
444	Mediclaims Inc	15-17537	EMS-Percentage of Receipts Collected	09/30/2015	\$5,649.74
445	Mediclaims Inc Total				\$5,649.74
446	Menard Inc	83455	Swr-Universal Key	09/28/2015	\$9.99
447		83680	Wtr-Variou Tools and Supplies	10/01/2015	\$124.69
448		85506	Pks/Rec-Coupler, PVC Cement, Primer, Coupling, Conduit, Etc	10/26/2015	\$327.33
449		85510	Pks/Rec-PVC Conduit Return	10/26/2015	-\$101.50
450		85531	Wtr-Sockets, Dual Stub, Conduit Cap, Coupler, Etc	10/26/2015	\$143.33
451		86535	FD-Ballasts, Orange Wiregard	11/07/2015	\$157.12
452	Menard Inc Total				\$660.96
453	Midwest Meter Inc	72016-IN	Wtr-Encoder ERTs	10/30/2015	\$14,800.00
454	Midwest Meter Inc Total				\$14,800.00
455	Midwest Municipal Supply	145363	Wtr-Ert Pit Mounting Kits	10/30/2015	\$1,105.92
456		145364	Wtr-Type K Copper Tubing, Tufcor+Meter Tile	10/30/2015	\$28,702.00
457		145498	Wtr-Stock Supplies for Hagemann/Rieder Rd Watermain Ext	11/05/2015	\$83,904.00
458	Midwest Municipal Supply Total				\$113,711.92
459	Missouri Petroleum Products Co LLC	36164	MFT-Fuel	11/02/2015	\$1,290.15
460		36258	MFT-Fuel	11/05/2015	\$735.05
461	Missouri Petroleum Products Co LLC Total				\$2,025.20
462	Motor, Pump & Services	1859	WWTP-Service Call #4 Orbal Dr Motor	10/23/2015	\$1,000.00
463	Motor, Pump & Services Total				\$1,000.00
464	MTI Distributing Inc	1041884-00	Pks/Rec-Plug - Glow	10/26/2015	\$290.00
465		1042298-00	Pks/Rec-Push Mower Repair	10/29/2015	\$109.29
466		1042724	Pks/Rec-Wire Bar, Tine	10/30/2015	\$369.75
467		1042724-01	Cemetery-Wire Bar	11/02/2015	\$58.12
468	MTI Distributing Inc Total				\$827.16
469	Municipal Clerks of Illinois	110915	Winter Seminar Registration Fee/Fair & Goodwin	11/09/2015	\$170.00
470	Municipal Clerks of Illinois Total				\$170.00
471	Municipal Emergency Svcs	679796-SNV	FD-Hose W/Hud & Plug, Visor, Labor	10/20/2015	\$414.00
472	Municipal Emergency Svcs Total				\$414.00
473	MVI Inc	P-42102-0	Wtr/Swr-SCADA Services	10/26/2015	\$2,600.00

	A	B	C	D	E
474	MVI Inc Total				\$2,600.00
475	Navy Brand Manufacturing	59482	Strts-Spray De-Icer	10/30/2015	\$176.00
476	Navy Brand Manufacturing Total				\$176.00
477	News Democrat	102015	EconDev-Subscription (Acct 8268514), Exp 11/27/16	10/20/2015	\$52.00
478		8303259-10/28/15	PD/EMS-Subscription Renewal	10/28/2015	\$109.20
479		M0407269	Admin-Advertising	11/01/2015	\$33.63
480	News Democrat Total				\$194.83
481	Nieroda, Jacob	111115	Reimb/Ref Supplies for the Kixx Tournament	11/11/2015	\$708.23
482	Nieroda, Jacob Total				\$708.23
483	O'Fallon Chamber of Commerce	3365	EconDev-Annual Membership	11/02/2015	\$440.00
484	O'Fallon Chamber of Commerce Total				\$440.00
485	O'Fallon Fire Dept	28080	Reimb/Uniforms	11/03/2015	\$122.00
486		28081	Reimb/Uniforms	11/03/2015	\$223.75
487		28082	Reimb/Uniforms	11/03/2015	\$903.00
488	O'Fallon Fire Dept Total				\$1,248.75
489	O'Fallon Historical Society	5749	Historic Bus Tour of O'Fallon	11/09/2015	\$168.00
490	O'Fallon Historical Society Total				\$168.00
491	O'Fallon Progress Inc	M0408494	CDD,EconDev-Advertising	11/01/2015	\$482.75
492	O'Fallon Progress Inc Total				\$482.75
493	O'Fallon Winnelson Co	188651 00	FD-Shoe Assembly	10/22/2015	\$22.00
494		188723 00	Cemetery-Adapters, Copper Tube	10/12/2015	\$21.30
495	O'Fallon Winnelson Co Total				\$43.30
496	Ohlendorf, Joan	102615	CDD-Crime Free Renewal Refund/109 E Jackson St	10/26/2015	\$45.00
497	Ohlendorf, Joan Total				\$45.00
498	O'Reilly Auto Parts	1151-131090	Strts-Tensioner Return Credit	10/21/2015	-\$52.96
499		1151-132286	Sportspark-Wiper Blades	10/27/2015	\$13.88
500		1151-132656	Strts-Batteries	10/29/2015	\$238.54
501		1151-132838	FD-Brake Cleaner, Carburetor Cleaner	10/30/2015	\$22.09
502		1151-132894	Strts-Battery	10/30/2015	\$110.37
503		1151-133313	Strts-Battery, Core	11/02/2015	\$38.27
504		1151-133377	Strts-Wiper Blades, Connector	11/02/2015	\$47.80
505		1151-133386	Strts-Battery	11/02/2015	\$84.64
506		1151-133518	Strts-Battery Core Return	11/03/2015	-\$18.00
507		1151-133526	Strts-Fuel Filter	11/03/2015	\$28.40
508		1151-133528	Strts-Jumpstarter	11/03/2015	\$425.99
509		1151-133579	Strts-Air Filter	11/03/2015	\$17.05
510		1151-133613	Strts-Battery Core Returns	11/03/2015	-\$54.00
511		1151-133694	Strts-Wrench Filter, Air Filters, Brake Cleaner	11/04/2015	\$66.30
512		1151-133706	FD-Hex Nipple	11/04/2015	\$3.76
513		1151-133715	Pks/Rec-Wiper Blades	11/04/2015	\$30.38
514		1151-133767	PD-Floormats	11/04/2015	\$24.99
515	O'Reilly Auto Parts Total				\$1,027.50
516	Packard, Rachael A	5907	Pks/Rec-Vinyasa Yoga	11/10/2015	\$70.00

	A	B	C	D	E
517	Packard, Rachael A Total				\$70.00
518	Paragon Micro Inc	633150	IT-Video Cards for New Computers	10/28/2015	\$659.90
519	Paragon Micro Inc Total				\$659.90
520	Paving Maintenance Supply Inc	10184644	Strts-Sealant	10/30/2015	\$2,760.00
521	Paving Maintenance Supply Inc Total				\$2,760.00
522	Peckham Guyton Albers & Viets	105293	TIF Reports for Central Park and Greenmount	11/04/2015	\$437.50
523	Peckham Guyton Albers & Viets Total				\$437.50
524	Petty Cash	072815-102815	Pks/Rec-Soccer Mtg, Office Supplies, SIPRA Mtg, Batteries, Licen	10/28/2015	\$102.45
525		467297	CH-Newsletter Winner/Costello	10/13/2015	\$10.00
526		467298	CH-Dinner Mtg Reimb/True, Ed	10/26/2015	\$25.00
527		467299	CH-TIF Lunch Meeting/Shekell, Ted	11/05/2015	\$13.43
528		467300	CH-October 2015 Mileage/Fair, Maryanne	11/05/2015	\$19.55
529	Petty Cash Total				\$170.43
530	Pitney Bowes Purchase Power	110515	Wtr/Swr-A/D Bill Mailing	11/05/2015	\$2,093.93
531		110515B	Wtr/Swr-A/D Bill Mailing	11/05/2015	\$1,180.49
532		111215	Wtr/Swr-B Cycle Penalty Mailing	11/12/2015	\$535.02
533		111215B	Wtr/Swr-Permit Activity Fee	11/12/2015	\$64.05
534	Pitney Bowes Purchase Power Total				\$3,873.49
535	Planet Technologies Inc	1000288	Office 365 Training Software and Services	09/30/2015	\$5,797.00
536	Planet Technologies Inc Total				\$5,797.00
537	Post Pack & Ship	OFCNOV2015	Wtr/Swr-Shipping	10/26/2015	\$99.65
538		OPDNOV2015	PD-Shipping	11/02/2015	\$39.26
539	Post Pack & Ship Total				\$138.91
540	Prestige Commercial Services Inc	2831	CityHall-Nov Cleaning Charges	11/04/2015	\$1,590.00
541		2832	Fac-Nov Cleaning Charges	11/04/2015	\$155.00
542		2833	Depot-Nov Cleaning Charges	11/04/2015	\$301.00
543		2834	FD-Nov Cleaning Charges	11/04/2015	\$150.00
544		2837	Strts,Wtr-Nov Cleaning Charges	11/04/2015	\$580.00
545		2838	WWTP-Nov Cleaning Charges	11/04/2015	\$60.00
546		2839	KCCC,RSNP-SetUp/TakeDown,NovCleaning Chgs	11/04/2015	\$1,900.00
547		2840	Swr-Nov Cleaning Charges	11/04/2015	\$305.00
548	Prestige Commercial Services Inc Total				\$5,041.00
549	Quinn, Chad	103015	Travel Reimb Request/Cityworks Advanced Admin Tng	10/30/2015	\$117.25
550	Quinn, Chad Total				\$117.25
551	Radar Man Inc	2834	PD-Replace Mixer Diode, Cert Fee, Labor	10/26/2015	\$315.00
552	Radar Man Inc Total				\$315.00
553	Randall, Justin	0817-091615	Reimb/Cell Phone Charges	09/16/2015	\$30.00
554		0917-101615	Reimb/Cell Phone Charges	10/16/2015	\$30.00
555	Randall, Justin Total				\$60.00
556	Ray O'Herron Co Inc	1559704-IN	FD-Strobe Tube, Clear Deutch	10/28/2015	\$37.91
557	Ray O'Herron Co Inc Total				\$37.91
558	Red-E-Mix LLC	766342	Strts-Flowable Backfill, Small Load Chg	10/20/2015	\$181.00
559		766756	Strts-4000 PSI o/s Flatwork, Sm Load Charge	10/26/2015	\$210.00

	A	B	C	D	E
560	Red-E-Mix LLC	766879	Strts-3000 PSI Footing/Wall	10/28/2015	\$318.00
561	Red-E-Mix LLC Total				\$709.00
562	Rhutasel and Associates	12088	Strts-Presidential Streets Stormwater	10/28/2015	\$629.45
563	Rhutasel and Associates Total				\$629.45
564	Right Green Outdoor Svcs LLC	3865	CDD-Mow, Trim, Blow @ 921 Chesapeake Junction	10/22/2015	\$45.00
565	Right Green Outdoor Svcs LLC Total				\$45.00
566	Ronnoco Coffee LLC	1001421476	PD/EMS-Coffee	11/06/2015	\$178.89
567		1001427571	Downstairs-French Roast Coffee	11/06/2015	\$63.58
568	Ronnoco Coffee LLC Total				\$242.47
569	Rooter's American Maint Inc	5478	PropS-2015 Street Resurfacing	10/22/2015	\$63,180.00
570	Rooter's American Maint Inc Total				\$63,180.00
571	Schnable, Danielle	5882	Pks/Rec-Winter Play, Holiday Camp	11/10/2015	\$555.80
572	Schnable, Danielle Total				\$555.80
573	Second Sight Systems	151031-03	Wtr/Swr-Spread Spectrum Radio, Repair, Shipping	10/31/2015	\$3,294.55
574	Second Sight Systems Total				\$3,294.55
575	Seipp, Laura	2-5297	Reimb/Pumpkins, Kids Crafts, Halloween Decor, Lights	10/24/2015	\$95.50
576	Seipp, Laura Total				\$95.50
577	Sentinel Emergency Solutions	36600	FD-Service Work on Male Coupling	09/03/2015	\$105.00
578	Sentinel Emergency Solutions Total				\$105.00
579	Shiloh Valley Equip Co	01-50194	Strts-Hy Gard	10/12/2015	\$731.30
580		01-51088	Pks/Rec-JD Window	11/05/2015	\$393.76
581	Shiloh Valley Equip Co Total				\$1,125.06
582	Shur Clean Carpet Care	Oct2015	CH,Dep,Pks,FD-Mat Service	11/10/2015	\$204.00
583	Shur Clean Carpet Care Total				\$204.00
584	Simons Service Inc	86554	Pks/Rec-Svc on 2007 Ford Pickup F150, Unit 106	10/27/2015	\$1,644.11
585	Simons Service Inc Total				\$1,644.11
586	SIU Edwardsville	110115-Wolfe	EconDev-Pmt for Intern/Wolfe, Owen	11/01/2015	\$3,000.00
587	SIU Edwardsville Total				\$3,000.00
588	Spectra Graphics Inc	28008	Pks/Rec-Steel Basketball Nets	10/26/2015	\$20.85
589	Spectra Graphics Inc Total				\$20.85
590	St Clair Service Co	0040-090548	WWTP-Bullzeye, Crossroad	09/15/2015	\$241.05
591		10012	PW-RFG w/Ethenol, Diesel	10/19/2015	\$484.19
592	St Clair Service Co Total				\$725.24
593	Standard Insurance Co, The	101915	FD-Insurance Premiums	10/19/2015	\$343.31
594	Standard Insurance Co, The Total				\$343.31
595	State Industrial Products Corp	97530740	WWTP-Drain Maintenance Program	11/02/2015	\$469.00
596		97530742	WWTP-Wastewater Treatment Program	10/02/2015	\$400.00
597	State Industrial Products Corp Total				\$869.00
598	Stericycle Inc	4005895725	EMS-Medical SteriSafe Compliance Solutions	11/01/2015	\$624.91
599	Stericycle Inc Total				\$624.91
600	Steven Mueller Florist	Oct2015	Admin-Monthly Flower Charges	10/31/2015	\$51.00
601	Steven Mueller Florist Total				\$51.00
602	Superco Specialty Products	15029346	Swr-Gobble B	10/29/2015	\$718.98

	A	B	C	D	E
603	Superco Specialty Products Total				\$718.98
604	Teklab Inc	179254	WWTP-Pet Dairy Weekly	10/30/2015	\$758.23
605		179292	WWTP-Coliform, Total-Membrane Filter	11/02/2015	\$102.00
606		179359	WWTP-NPDES Discharge Zinc	11/02/2015	\$1,572.00
607		179423	WWTP-Prairie Farms BOD/TSS	11/04/2015	\$2,216.50
608		179501	WWTP-Pet Dairy Weekly	11/09/2015	\$301.84
609	Teklab Inc Total				\$4,950.57
610	Terminal Supply Co	60537-00	Strts-Master Fuse Kit, Grease Ftg Kit, Black Tie Wrap Kit, Etc	10/23/2015	\$451.30
611	Terminal Supply Co Total				\$451.30
612	Terminix	13221974815	FD-Pest Control/528 W Hwy 50	10/01/2015	\$45.00
613		13222079610	FD-Pest Control/106 E Washington St	10/01/2015	\$42.00
614		13222392838	FD-Pest Control/102 Oak St	10/01/2015	\$38.00
615	Terminix Total				\$125.00
616	Thomas Scientific Inc	811853	WWTP-EpTips Bulk	10/29/2015	\$275.00
617		812503	WWTP-Reusable Plastic VolFisk	10/30/2015	\$1,605.05
618	Thomas Scientific Inc Total				\$1,880.05
619	Thomson West	832832717	WEST INFORMATION CHARGES	10/31/2015	\$296.15
620	Thomson West Total				\$296.15
621	Thouvenot, Wade & Moerchen Inc	54159	Consulting Svcs from 9/23 - 10/23/15	10/31/2015	\$2,613.00
622		54181	Wtr-Union Hill Rd Watermain Ext	10/31/2015	\$667.77
623	Thouvenot, Wade & Moerchen Inc Total				\$3,280.77
624	TrueLine Communications	10810	PD-DynaMax Sire Speaker, Bracket, LED Light, Fuse, Etc	10/16/2015	\$3,265.25
625		10811	PD-Strips of Hook and Loop, Car 40	10/16/2015	\$97.00
626		10812	PD-Removal of the Communications Radio	10/16/2015	\$85.00
627		10813	PD-Havis Contour Console, Installation	10/29/2015	\$865.00
628		10814	EMS-Checked Out the Dock Charging Issue, Unit 4345	10/16/2015	\$85.00
629	TrueLine Communications Total				\$4,397.25
630	Uline Inc	71733981	Swr-Conspicuity, Safety Glasses	10/27/2015	\$253.49
631	Uline Inc Total				\$253.49
632	USA Blue Book	788071	WWTP/Swr-Lab Supplies	10/28/2015	\$311.68
633		788182	WWTP/Swr-Lab Supplies	10/28/2015	\$797.80
634	USA Blue Book Total				\$1,109.48
635	Vandale, Jennifer	0726-082515	Reimb/Cell Phone Charges	08/29/2015	\$30.00
636		0826-092915	Reimb/Cell Phone Charges	09/29/2015	\$30.00
637		0926-102515	Reimb/Cell Phone Charges	10/29/2015	\$30.00
638	Vandale, Jennifer Total				\$90.00
639	Vandevanter Engineering	5354372	WWTP-O Rings	11/02/2015	\$150.00
640	Vandevanter Engineering Total				\$150.00
641	Weil-Lombardo Trailers Inc	8435	Strts-Snapper Pini, Hitch Pin, Ratcher & Wire Hook	10/28/2015	\$61.35
642	Weil-Lombardo Trailers Inc Total				\$61.35
643	White, Tawnya	5678	Pks/Rec-Kinder Gym/Tumbling	11/10/2015	\$622.30
644	White, Tawnya Total				\$622.30
645	Winkler, Bob	110115	Reimb-Supplies for Raised Bed Project	11/01/2015	\$1,080.00

	A	B	C	D	E
646	Winkler, Bob Total				\$1,080.00
647	Wireless USA	237790	PD/EMS-November 2015 Service Contract	10/22/2015	\$1,328.00
648	Wireless USA Total				\$1,328.00
649	Witmer Public Safety Group Inc	1646624.001	FD-Hex Armor EXT Rescue Glove, Chrome Anti-Debris, Medium	10/02/2015	\$41.40
650	Witmer Public Safety Group Inc Total				\$41.40
651	Wood Bakery	28188	Wtr-ISAWWA Seminar 10/30/15	10/29/2015	\$16.11
652	Wood Bakery Total				\$16.11
653	Wright Express	42772093	Monthly Fuel Charges	10/31/2015	\$21,727.22
654	Wright Express Total				\$21,727.22
655	Grand Total				\$816,126.25