



LONEDELL R-14 SCHOOL DISTRICT

Success; Nothing Less!

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January 9, 2026, Bus Garage Committee Meeting

1. Call to Order

Brad Rucker, Board President, called the meeting to order at 9:00 a.m.

2. Attendance

Stephanie York, Secretary to the Board, took attendance.

Committee Members Present:	Committee Members Absent:
Brad Rucker, Board President Chelsea Davis, Board Vice-President Dr. Monica Hiatt, Superintendent Dennis Barry, Maintenance Coordinator	James Heideman, Board Treasurer

Guests in Attendance:

Mark Ruether, Hoener Architects

Melissa Wucher, Hoener Architects

Ryan Sweissguth, Cochran Engineering

3. Site Tour and Discussion

See attached meeting notes from Hoener Architects

4. Adjournment

The meeting adjourned at 11:10 a.m.

Date Approved 1/26/2026

Board President Brad Rucker

Board Vice-President Chelsea Davis

Submitted by Stephanie E. York

MEETING NOTES

Project Name: **Lonedell Bus Garage** Meeting Date: **01/09/2026**
 Project Location: **Londell, MO**
 Project Number: **25-43B**
 Attendees:

Company	Name	Title	Email
Lonedell R-XIV School District	Dr. Monica Hiatt	District Superintendent	mhiatt@lonedell.org
	Brad Rucker	Board President	brucker@lonedell.org
	Chelsea Davis	Board Vice President	cdavis@lonedell.org
	Dennis Barry	Maintenance Coordinator	dbarry@lonedell.org
	Stephanie York	Business Manager	syork@lonedell.org
Cochran Engineering	Ryan Schweissguth	Civil Engineer / Project Manager	rschweissguth@cochraneng.com
Hoener Architects	Mark Reuther	Architect, President	mreuther@hoenerarchitects.com
	Melissa Wucher	Project Manager	mwucher@hoenerarchitects.com

KICK-OFF COMMITTEE MEETING

I. Introductions and Project Overview

- a. The Lonedell R-XIV School District is in the planning phase of a new Bus Garage facility that will be included as part of the April 2026 no-tax increase bond issue. This meeting was held to review next steps and to meet with the Design Committee to evaluate building orientation, structural system options, and overall site approach. This committee will guide development of three schematic concepts for Board consideration at the February 2026 meeting.
- b. Design Committee is made up of board members and school administrators
 - i. Brad Rucker, Board President
 - ii. Chelsea Davis, Board Vice-President
 - iii. James Heideman, Board Treasurer
 - iv. Dr. Monica Hiatt, Superintendent
 - v. Dennis Barry, Maintenance Coordinator
- c. Design Team
 - i. Architectural Team – Hoener Architects
 1. Mark Reuther – Architect of Record
 2. Melissa Wucher - Project Manager
 3. Bret Fox – Senior Designer
 - ii. Civil & Geotechnical Engineering – Cochran Engineering
 1. Ryan Schweissguth – Project Manager
 - iii. Structural Engineer – ASDG, LLC
 1. Nathan Kreke – Engineer of Record
 - iv. Mechanical, Electrical, Plumbing and Fire Protection Engineers – ECS, LLC
 1. Dennis Harris – Mechanical Engineer of Record
 2. Jason Bolzenius – Electrical Engineer of Record
 3. Carter Schamel – Plumbing Engineer of Record

II. Budget and Cost

- a. The April 2026 bond issue is a no-tax increase bond for a total amount of \$3,750,000
- b. The bond issue will include funding for the following scope items:
 - i. Bus Garage and Parking Lot Expansion
 - ii. Safety and Security Enhancements
 - iii. Preschool Playground
 - iv. Roofing
- c. A Construction Manager at Risk (CMAR) delivery method will not be considered for this project since it does not meet the required cost threshold.
 - i. Hoener reviewed the language in the Missouri Constitution. The minimum size project to allow for CMAR is \$2 million for civil work (i.e. primarily engineering) and \$3 million for non-civil work (i.e. primarily architecture).
- d. Hoener Architects will prepare the project cost estimate and will coordinate with the civil engineer to incorporate direct costs associated with civil engineering services and the geotechnical report.
 - i. An amendment to Hoener's existing agreement for the Bus Garage scope will be prepared for Board consideration at the January 26 meeting.
- e. The cost estimate will be progressively refined, beginning at an accuracy of approximately plus or minus 30 percent, with contingencies reduced as the design advances. Upon Board approval of a selected plan, Hoener Architects will proceed with the preparation of Construction Documents.

III. General Design

- a. The School District expressed a preference for a pre-engineered metal building (PEMB) system rather than a wood structural system for this facility, based on durability, maintenance considerations, and long-term performance.
- b. The School District has indicated that there is potential for transportation services to be outsourced in the future, which could reduce or eliminate the need for this facility to function as a bus garage.
 - i. The building should be designed with flexibility in mind so that it can be readily adapted for alternative uses, including potential conversion to a student shop or vocational learning space.
 - ii. Considerations should include overall layout to support future educational occupancy with minimal renovation.
- c. A dedicated wash bay is not required for this project. Exterior hose bibbs will be provided to allow for basic vehicle and equipment wash-down as needed.
- d. A dedicated on-site fuel station is not required for this project. The School District will continue to utilize existing fueling arrangements for bus operations.
- e. Due to the nature of the School District's bus routes, electric buses are not currently considered a viable option, and no electric vehicle charging infrastructure is planned as part of this project. It is recommended, however, that an additional conduit be installed during construction to allow for future adaptability should electric bus technology become feasible for the School District.
- f. The building program shall include a single combined room housing the air compressor, mechanical equipment, and parts storage to support routine bus maintenance and shop operations. The room should be appropriately sized and configured to provide safe access to equipment, minimize noise transmission, and allow for efficient workflow within the facility.

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- g. The School District would like to include a walking path along "Highway FF" as part of the overall site improvements.
 - i. The path may be constructed of compacted gravel rather than concrete to reduce costs while still providing a defined and usable pedestrian route.
- h. All electrified gates shall include a manual release feature to ensure access in the event of a power outage. The site layout should provide a secondary means of egress for buses, and a drive-thru building configuration is preferred. The team will also evaluate the option of adding a secondary gate on the northeast side of the new parking area to improve circulation and emergency access.

IV. Planning Direction

- a. The design team is to develop three separate planning concepts for review.
 - i. The first concept shall include all requested program elements as currently identified.
 - ii. The second concept shall include the core bus garage requirements with selected alternates identified for separate review.
 - iii. The third concept shall present a hybrid approach that incorporates a mix of required elements and optional alternates.
- b. Each planning concept shall include preliminary site grading, utility layouts, pre-engineered metal building parameters, and the proposed approach to septic or storm drainage systems. An alternate for covered parking shall be included.
- c. The District has requested a high-level cost comparison evaluating site fill quantities and the potential need for a retaining wall. Geotechnical borings should be initiated as soon as possible to support accurate grading, foundation, and cost evaluations.
- d. The project shall include a performance-based specification identifying a basis of design without limiting the work to a single manufacturer.
 - i. Varco-Pruden (VP)
 - ii. Nucor Building Systems

V. Site Layout Discussion

- a. Two primary site layout schemes will be evaluated. All site layouts shall include bus turning radii to verify circulation and maneuvering requirements.
 - i. One layout will reflect the building located in the currently proposed location.
 - ii. One layout will explore shifting the building further south and evaluating the feasibility of providing vehicular circulation around the building.
 - iii. The team shall develop comparative cost estimates evaluating the use of imported fill versus construction of a retaining wall to address site elevation changes, in order to determine the most cost-effective grading solution.
- b. Bus Fleet and Parking Requirements
 - i. The School District currently operates nine regular bus routes, with seven runs daily plus one contracted small bus, for a total of approximately ten buses requiring parking.

c. Site Utilities

- i. The bus garage will connect to the existing treatment facility via a lift station. The proposed line would be approximately 500 feet from the garage connection point to the main connection. An existing cleanout is located north of the playground, pending field verification.
- ii. The School District has been in coordination with Ameren UE regarding the extension of electrical service to the new building. The proposed service will consist of an underground 400-amp electrical feed routed from a new utility pole to the building. The new pole is anticipated to be installed toward the end of January, pending weather conditions.

VI. Building Layout Discussion

- a. The design team is to verify whether the overall building height can be reduced, as the committee discussed potentially lowering the full height of the structure, but the exact intent and constraints require confirmation. Overhead doors sized at 12 feet wide by 12 feet high are acceptable for bus operations.
- b. The preferred structural system is a pre-engineered metal building (PEMB) with a steel frame, including a 14-foot maintenance bay, a 10-foot high bay area, and 8-foot high ancillary bays as applicable. A trench drain is desired in the maintenance area, and the team is to confirm whether this drain may be connected to the storm system without requiring a grease interceptor.
- c. Options for Alternates
 - i. Base bid with exposed plastic faced building insulation and Alternate with wall panels up to 96" (8'-0") Above Finish Floor (AFF) with concealed building insulation and exposed plastic faced building insulation above.
 - ii. Base bid with reduced building heights at the ancillary spaces and Alternate with standard building heights, where feasible, to evaluate potential cost savings.
 - iii. Base bid with a full concrete slab pour and a Deduct Alternate to provide only a graded gravel surface with appropriate base preparation in lieu of the concrete slab.
- iv. Base bid to include a dedicated septic system for the bus garage, with an alternate to connect the garage to the existing treatment facility and lift station.

VII. Approvals and Bidding

- a. The project team discussed a target bid period of approximately three weeks after issuing Construction Documents, with the goal of placing foundations prior to the onset of winter conditions in 2026.
- b. Any key planning decisions that impact scope, cost, or bond language will need to be confirmed in advance. The Board will grant approval for Hoener Architects to proceed with the selected plan, and Hoener will issue an amendment to the existing agreement for the Bus Garage scope, which will require Board approval.
 - i. The next Board of Education meeting is scheduled for February 17.
- c. The anticipated project schedule targets bidding in April following the bond issue, with an award in May. Bids should be received within approximately two weeks after the bond issue to maintain the overall project timeline.
 - i. The committee and school board will be provided with the opportunity to review bid documents prior to issuance. [Revised Note 01/15/2026].

- d. A detailed bidding and construction schedule will be further discussed at the next meeting. In the event of budget constraints, the team identified a worst-case scenario scope that would include the core bus garage structure with lighting, concrete pad, insulation, grading, and gravel, with other elements carried as alternates as needed.

VIII. Other References

- a. The School District previously walked through the Maintenance Building at Shaw Nature Reserve in Grey Summit, which was construction using Canon Building Systems.
 - i. The point of contact for Canon Building Systems is Matt Woodruff.
- b. The School District may utilize the TIPS cooperative purchasing program to procure additional HVAC equipment.
 - i. Daikin currently holds the applicable TIPS contract.

IX. Schedule

- a. Cochran Engineering will be on site during the week of January 12 to perform a site survey in support of the preliminary grading, utility, and site layout development. Development of the site plan is anticipated to take approximately two weeks following the field work.
- b. The project team will reconvene in approximately three weeks to review progress.
 - i. The next in-person meeting is scheduled for January 30 at 9:00 AM, at which time the team will review three separate planning concepts focused on building orientation and site layout.
 - ii. A follow-up meeting is planned for February 6 to refine the preferred scheme. This meeting may be conducted virtually if necessary to accommodate participant availability.

X. Action Items

1. Hoener to prepare amendments to ASDG and ECS next week.
2. Hoener to coordinate a design team meeting with consultants.
3. Hoener to contact pre-engineered metal building supplier Canon Building Systems that the maintenance coordinator at Grey Summit recommended to Lonedell school district.
4. Hoener Architects to prepare and issue an amendment to the existing agreement for Bus Garage scope for Board consideration at the January 26 meeting.
5. Hoener Architects to develop three schematic planning concepts as outlined.
6. Cochran Engineering to initiate geotechnical borings as soon as possible.
7. Cochran Engineering to complete site survey during the week of January 12.
8. Design team to prepare a high-level cost comparison for site fill versus retaining wall options.
9. Design team to verify whether building height reductions are feasible and clarify constraints.
10. Design team to confirm whether trench drain can connect to storm system without a grease interceptor.
11. Design team to evaluate secondary gate option on the northeast side of new parking area.
12. Hoener Architects to prepare the project cost estimate including civil and geotechnical direct costs.
13. Hoener Architects to proceed with Construction Documents after Board selects a plan and grants approval.
14. Project team to reconvene January 30 at 9:00 AM to review three schematic concepts.
15. Project team to meet again February 6 to refine the preferred scheme.

End of Meeting Notes