



REGULAR CITY COUNCIL MEETING

Monday, June 15, 2026 at 6:30 pm

Please Note: The Council Meeting will be conducted at [Rolla City Hall, 901 North Elm Street, Rolla, MO 65401](#). Citizens are encouraged to watch the proceedings live on the City of Rolla, Missouri YouTube page at https://www.youtube.com/@City_of_Rolla/streams

PRESIDING: MAYOR LISTER B. FLORENCE JR.

COUNCIL ROLL: MELISSA GANZ, AUGUST ROLUFS, ANDREW BEHRENDT, NATHAN CHIRBAN, STEVE JACKSON, AARON PACE, SUE BROWN, TOM MCNEVEN, ELIZABETH SPERRY, DAVID SHELBY, AMELIA MARKWELL AND MICHEAL DICKENS

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1. **CALL TO ORDER**
 2. **PLEDGE OF ALLEGIANCE - Council Representative Nathan Chirban**
 3. **PUBLIC HEARINGS - None**
 4. **ACKNOWLEDGMENTS and SPECIAL PRESENTATIONS**
 - a. **Presentation of Parking Utilization Study of Downtown Rolla and discussion about recommendations for potential changes to downtown parking. (City Planner Tom Coats and Public Works Director Darin Pryor)** pg. 3
 5. **OLD BUSINESS**
 - a. **Ordinance to approve the restriction of parking on the West side of Duane Ave. from Fitch Street to Joyce Ave. (Public Works Director Darin Pryor) Final Reading** pg. 33
 6. **NEW BUSINESS**
 - a. **Resolution to authorize the Master Agreement with HDR Engineering Inc. (Public Works Director Darin Pryor)** pg. 37
 - b. **Resolution to authorize the execution of Task Order #1 with HDR Engineering Inc. (Public Works Director Darin Pryor)** pg. 47
 - c. **Discussion on pursuing grant opportunities for a facility plan for areas outside the current wastewater service area to the East of Rolla. (Public Works Director Darin Pryor)** pg.63
 - d. **Resolution to approve the deer hunting program a permanent program. (Community Development Director Dawn Bell)** pg. 69
 7. **CLAIMS and/or FISCAL TRANSACTIONS**
 - a. **Motion to award bid and Ordinance to enter into agreement with Pierce Asphalt, LLC for Project 618, 2026 Asphalt Phase III project. (Public Works Director, Darin Pryor) Motion to Award and First Reading** pg. 71

- b. Motion to award bid to GameTime for the purchase of 11 outdoor exercise stations. (Park's Director Floyd Jernigan)** pg. 79
- 8. CITIZEN COMMUNICATION**
- 9. MAYOR/CITY COUNCIL COMMENTS**
 - a. Motion to appoint Drew McCluskey to the Planning & Zoning Commission to complete an unfulfilled term expiring September 2029.** pg. 81
 - b. Motion to reappoint Monty Jordan to the Planning and Zoning Commission for a 4 year term expiring June 2030**
Monty Jordan has served for 18 years on City Council and now 10 years on the Planning and Zoning Commission.
 - c. Motion to appoint Elissa Jennison to the Planning & Zoning Commission for a 4-year term expiring June 2030** pg. 83
- 10. COMMENTS FOR THE GOOD OF THE ORDER**
 - a. Next City Council meeting, Monday, July 6th, 2026**
 - b. Fire Chief Breen on firework safety**
 - c. Freedom Parade - July 4th, 10:00 am (Public Works Director Darin Pryor)** pg. 85
- 11. CLOSED SESSION - Closed Session per RSMo 610.021 – (1) Legal Actions**
- 12. ADJOURNMENT**

Contact: Lorri M. Powell, City Clerk (lpowell@rollacity.gov 573-426-6948) | Agenda published on 06/10/2026 at 3:35 PM



Report to:
ROLLA CITY COUNCIL

MEETING DATE: June 15, 2026

DEPARTMENT: Community Development

ACTION REQUESTED: Discussion and Presentation

SUBJECT: Presentation of Parking Utilization Study of Downtown Rolla and discussion about recommendations for potential changes to downtown parking

PRESENTED BY: Tom Coots, City Planner and Darrin Pryor, Public Works Director

ATTACHMENTS: Downtown Rolla Parking Utilization Study

Discussion:

Parking in the downtown was raised as a potential issue in the recently adopted Rolla 2050 Comprehensive Plan (starting on Page 3.5; Action Item #2). The plan recommends:

1. Development of a shared use agreement with the university for the Leach Theater (Lot C/11).
2. Improve the City Hall/Bandstand Lots and Leach Theater Lot as multi-use parking plazas with enhanced trees, landscaping, and utility services to function as special events venues.
3. Improve the lighting in municipal parking lots.
4. Implement a parking wayfinding plan that uses signage, lighting, and environmental design to guide visitors to and from centralized parking facilities.
5. Implement a comprehensive parking and management plan for weekday, weekend, and special event parking.

In conjunction with the work on the comprehensive plan, staff conducted a parking study of the downtown to determine whether there is adequate parking availability. The study was conducted in January 2026 after the Spring semester began. Parking was counted multiple times per day, across several days to capture a snapshot of the utilization on all downtown streets, city-owned/leased parking lots, and a few private lots that the public may be using like public parking.

In the end, the study found that only a few prime locations frequently see high utilization. Most locations are actually under-utilized. Overall, the downtown has more than 300 parking spaces available at the peak hours – with still more available at most times.

However, several other issues were identified that impact the reality and perception of parking in the downtown. The study highlights the issues and potential solutions but does not contain specific recommendations. Staff seeks input from City Council before pursuing options for addressing the issues.

Recommendation:

Input from City Council is requested to guide staff in implementing measures to improve downtown parking.

Downtown Rolla Parking Utilization Study and Recommendation



Prepared by:
Rolla Community Development Department
March 2026

Summary

Parking in the downtown has repeatedly been raised as an issue by business owners and patrons. Generally parking is desired to be convenient, safe, plentiful, and affordable. Since public parking is an asset shared by all who visit or work in the downtown, it must be managed in a way that maximizes the utility of the asset, within the constraints of capacity, cost, and creating a healthy downtown. Public parking enhances the downtown by allowing for more intense development and more efficient use of land.

This parking study reviewed the on-street parking, public off-street lots, and the larger or more visible private parking lots that may act as public parking. The parking utilization was evaluated on a Wednesday, Thursday, and Saturday in January 2026. The timing was while university was still in session on fair weather days. Using a Wednesday and Thursday should account for changes in university class schedules so these days can represent the entire work week. Saturday was used to show the typical weekend usage. The parking was counted multiple times throughout the day to account for fluctuations and find peak times. A late-night count was also conducted to give a picture of the overnight usage.

The study area includes most of the areas that one would consider the downtown, generally the area from 6th Street to 12th Street and between Rolla Street and the railroad/Elm Street, although a few lots are just outside that boundary. The study area contains a total of **238** on-street parking spaces, **527** public parking lot spaces, and **77** studied private parking lot spaces. Generally, a parking utilization of **80%** is considered to be the target utilization. **80%** allows a balance of efficient use of the parking, while also still allowing capacity for turnover and not feel too full for users. As the utilization climbs higher than **80%**, the lot starts to become too full as patrons must circle the lot to find the available spaces.

At the peak time the on-street spaces were observed to have a **64%** utilization; the public parking lots saw **60%** utilization; and the private lots saw **65%**. This means that even at the peak time, which in reality occurs at different times at the different locations, there were still over **300** parking spaces available in the downtown.

The street locations with the highest overall utilization include 12th Street between Rolla and Pine Street, being adjacent to the university campus; and the side streets (7th, 8th, 9th) in the downtown core. Oddly, the side streets see a higher utilization than Pine Street. The PCB lot (adjacent to Phelps County Bank), Bandshell lot (across from City Hall), and the RMU lot (across from RMU) see the highest utilizations for off-street public parking.

If the availability of parking is not an issue, why do visitors and businesses feel that there is an issue with parking? Indeed, there are a few streets and lots that are more utilized than others. Generally, locations that are more centrally located or have less restrictions are more utilized. A few locations at times do exceed the maximum target utilization of **80%**. When ones favorite lot is full, it forces them to seek out another location. Although there is always a parking space elsewhere, it still feels like there is an issue if it takes too long to find a suitable alternative location. The following suggestions may help to address the parking concerns and help the city to better manage the public parking as an asset.

Summary

Signage and wayfinding. Visitors and new residents are likely not familiar with where the public parking lots are located. The lots are not visible from the streets most would be using to access the downtown—6th Street, 10th Street, Pine Street, or Rolla Street. Although on-street parking is still plentiful, as will be discussed, the on-street parking also has issues to be addressed to be more useful for patrons to the downtown. Those who seek a lot to park in would have some difficulty in finding it.

Currently, there is very little signage to direct visitors to public parking lots. There is one sign on Rolla Street that directs to the City Hall/Municipal Court parking lot. Many may assume this lot is not, in fact, welcoming of persons wanting to patronize the downtown. The downtown does not have any other wayfinding signage for parking. If one were to drive past one of the public parking lots, they may still have trouble finding it.

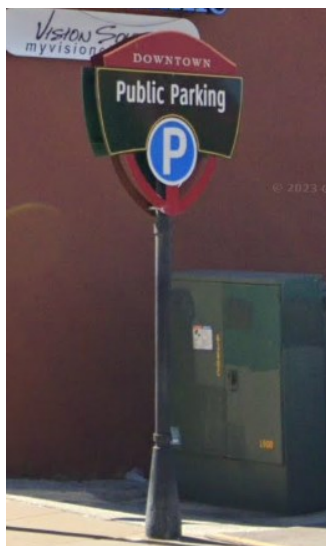
Currently, the signage for the public parking lots is non-standard and created in-house. This likely saves costs, but the signs are not designed to direct tourists to the parking. All across the country, public parking is designated with the “P” symbol that visitors can easily recognize as the place to park. Currently, the signs are even mounted parallel to the streets, so drivers cannot see them as they approach the lot—one can see the sign only once they are ready to turn into the lot or already passing by.

In addition, currently the city parking lots have no name or designation to differentiate which lot is which, even amongst the city staff that manages the lots. Some lots have a commonly used name, like the City Hall lot. Other lots are simply referred to by their nearest street or intersection, like the lot at 6th Street and Elm Street. Giving the lots some kind of name or number could help with navigation and management.



Left: Rolla’s existing parking lot and wayfinding signage.

Below: Examples of parking and wayfinding signage from Springfield, St. Louis, and Columbia.



Summary

On-Street Parking. The existing on-street parking has a few issues that impact the ability to maximize the utilization. Currently, the on-street spaces are generally 8 feet in width, and 21 feet in length. The length sounds appropriate, since spaces in parking lots are generally 18-20 feet in length. However, parallel parking requires additional space to maneuver vehicles into the space. The Manual on Uniform Traffic Control Devices (MUTCD), produced by the Federal Highway Administration is the preeminent guide used by civil engineers in the US. The MUTCD recommends on-street parking to be a minimum of 22 feet in length, and recommends they be up to 26 feet in length.

Why is the space size important? As can be observed in the downtown, patrons will generally try to park on the ends of the blocks, park where there are two adjacent spaces to make it easier to access the space, or will seek a lot or space further from their destination. Persons with larger vehicles try to avoid on-street parking all together. Some potential patrons may even avoid businesses in the downtown due to the parking. As a result, even the most premium on-street parking areas see low utilization rates.

Restriping the spaces to increase the size would indeed result in the loss of one space per block, however, the decrease in spaces may result in an increase in the perceived availability of parking in the downtown.

Alternatively, in order to increase the convenience of the on-street parking spaces while increasing the total number of spaces provided, replacing the parallel spaces with angles parking on one side of the street could be considered. Angled parking is easier to use than parallel spaces. Angled parking would also have the potential to fit additional spaces. Reverse angled parking, which has the stripes pointing against the flow of traffic to require users to back into the space, allows users to see street traffic when they are leaving.



Summary

Student Parking. The Missouri University of Science and Technology campus is located adjacent to the downtown. The university campus does not have enough parking to accommodate all the students who drive. Some students choose to forego purchasing a parking pass and try to park on nearby streets, which are sometimes, in fact, a closer walk than some parking lots. In the downtown core, most on-street parking has time restrictions which are diligently enforced. Just outside the downtown core, most streets do not have time restrictions or marked parking spaces. Unlike in most cities, in Rolla the parking utilization in the downtown is fairly low, while the areas just outside the downtown see nearly 100% utilization.

The unrestricted parking does cause issues for properties just outside the downtown. Patrons and residents contend with no parking being available, inadequate street widths for parking on both sides, obscured intersection sight distance, and frequently blocked driveways and sidewalks. When people raise concerns about parking issues in the Rolla downtown, they may be referring to the issues just outside the downtown.

Additional blocks near the downtown should be considered for changes such as widening the streets, striped parking spaces, timed parking, additional parking enforcement, and curb extensions at intersections.

Leased Parking. Rolla operates three parking lots for leased parking. This parking is primarily used by students, but also downtown residents and downtown business employees. Two of these lots are fully leased, with a waitlist of people who want to lease a space if one opens up. The third lot is located too far from the university campus to be desirable for students. Only 34% of the leased spaces in that lot have been leased, despite charging a lower rate.

The city charges \$300 per year for the two lots that are fully leased; and \$150 per year for the other lot. The city lots are actually more expensive than student parking passes from the university. The 184 parking spaces available for lease can generate a maximum of \$48,600 per year. The revenue generated is not sufficient to cover the costs of administration and maintenance.

Despite two of the lots being fully leased, those lots still see a low utilization rate. One lot sees a maximum utilization of 42%; while the other sees 59%. This means that an additional 60 to 80 parking passes could be sold, which could potentially generate an additional \$18,000 to \$24,000 per year.

The leased parking lots could also be managed in a different way. Rather than leasing individual parking spaces, which gives the purchaser 24 hour/7 day a week access to a particular parking space, passes could be sold based on the times and days the purchaser needs to park. Some only need to park on certain days, or at certain times of the day. For example, some downtown residents may only need to park in the evenings and weekends, when the lots have plenty of capacity. Some only need to park at the peak hour.

These lots could use a pay station or an app to allow for parking fees to be based on the time the space is used. The pricing could also be dynamic, charging a higher fee at certain times of the day or when the lot starts to get full; and charging less when there is less demand. The university already contracts with ParkMobile for parking fee collection. ParkMobile is one of several such apps. Cities all over the state and country use ParkMobile, allowing easy access for visitors as well.

Summary

Timed and Paid Parking. Currently, all on-street parking is free. The utilization study shows that only a few locations currently see high utilization at some times. Charging a fee for parking in the highest demand areas is a way to manage parking to direct more users to the less in demand areas. This can reduce the perception that “there is nowhere to park.” At this time, charging for on-street parking does not seem warranted. If the utilization rates were to increase due to improvements to the existing parking or additional developments in the downtown, the issue should be reviewed again. Metered parking may eventually be a needed solution on Pine Street and areas near the university.

Currently, most on-street parking in the downtown area has time limit restrictions including loading/unloading only (no parking), 10 minute parking, 30 minute parking, and 2 hour parking (most common). Parking time restrictions are a form of parking management that helps to direct longer-term parking to appropriate locations, while leaving the most in-demand locations open for patrons and visitors.

The time limits are generally well enforced by a dedicated parking enforcement officer. The officer only works weekdays during regular business hours. Parking issues in the evenings, overnight, or weekends are handled by police officers, usually on a complaint basis. Extended hours of enforcement could be needed in the future if issues with utilization or improper parking become more common in the future.

Public Parking Supply. The city does not own many of the parking lots that are used for public parking. The city has lease agreements that allow for the lots to be used for public parking. The city is responsible for the maintenance. Some agreements limit the city’s discretion for parking management. Some of the leases will be expiring in the coming years. Some leases allow for the lease to be terminated early with a 6-month notice. As the downtown is revitalized, prices for land may pressure the owners of the properties on which the parking lots are located to consider selling the land for redevelopment.

Increasing property values and redevelopment is generally a sign of a healthy downtown, however, redevelopment increases demand for parking, while at the same time, reduces the supply. The city will need to take an active role in securing the parking supply either by working to purchase the properties, or seeking new locations to construct new lots. Both options are expensive and require long-range planning.

Additional parking can be created on some streets through angled parking, as discussed previously. In addition, modifications could be made in a few locations to use the space more efficiently, as discussed later in the study. A few additional potential opportunities include redevelopment of the former Meeks properties, development of a lot on the property bounded by 6th, 7th, Rolla, and Main Streets, and partnering with the Grace Bible Church to manage their parking lot east of the downtown, partnering with other businesses in the downtown to manage their existing parking lots for public parking, and partnering with the university to develop a parking lot on their property just east of the downtown.

Summary

Safety and Lighting. Safety and lighting are other major issues that are raised regarding the downtown. Although some downtown patrons and employees may live nearby and walk, many patrons drive and park. The perception of safety in parking lots and walking routes can also impact the desire to visit the downtown. Some have expressed concerns with the lighting levels at night, especially in the winter, when the darker hours begin earlier. Less lit areas can, either in reality or by perception, be less safe by creating locations for potential criminal activity.

While police enforcement is beyond the scope of the study, the lighting levels of the parking areas is interrelated with parking. The comprehensive plan consultant held a meeting with downtown stakeholders in May 2025. Issues with parking were raised. In particular, stakeholders discussed concerns about the lighting levels in parking areas and the walking routes to the parking lots.

In response, city staff conducted a study of the nighttime lighting levels to verify any issues with the lighting. Each street and parking lot was evaluated on foot after dark. The result was finding that the core downtown areas are adequately lit. A few locations were found to have *more* lighting than needed for the location and pedestrian activity. However, several locations were identified that may need additional lighting.

Within the parking study area, the City Hall and Bandstand Lots were found to be inadequately lit due to use of lower mounted pedestrian-scale lighting. Such lighting is ideal for sidewalks, but in parking lots the parked cars create dark spaces between the cars. Although these lots do not see high nighttime utilization, additional pole lighting should be considered to make the lots more useable at night. Additional lighting is also needed at the Spartan Lot and 6th/Elm Lot, as these lots rely only on the streetlights—which are designed to direct light towards the streets.

Although lighting of the sidewalks leading from the downtown to the parking areas was raised, in general, no issues were found in the lighting levels of Pine Street, Rolla Street, or the side streets in the immediate area. Any darker areas are likely either very small or the result of a malfunctioning light. A few less lit locations near the code downtown areas were identified. Some locations may be more appropriately addressed by the adjacent property owners, such as their private lots and alleys. Additional lighting may be needed under 10th Street at Oak Street and Olive Street due to the bridge. Additional lighting may be needed along 12th Street between Elm Street and Bardsley Street due to the number of pedestrians in the area.

Bandshell Lot

The Bandshell lot is owned by the city for public parking. The lot is used by the city for official vehicles, as well as for business owner, employees, and downtown patrons.

The lot is also frequently used for events and festivals. At those times, the lot is closed for parking to create space for the events.

The lot does see heavy use on weekdays. Better wayfinding and signage could improve utilization in the evenings. The lot could be modified to add one additional space.



Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
54	53	58	53	50	53	10	10	11	12	6

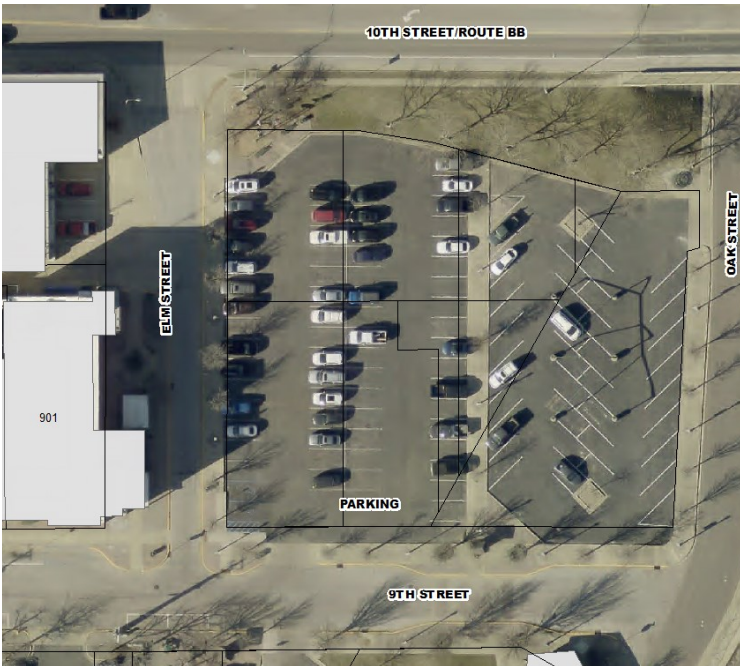
Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
60	58	97%	53.5	89%	10.0	17%	10%	48

XX %	70-80% Utilization—Near Target Utilization
XX %	80-90% Utilization—At or above Target Utilization
XX %	Over 90 % Utilization—At or near lot capacity

City Hall Lots

The Rolla City Hall has two parking lots, both owned by the city. The lots were studied separately. The west lot generally sees more use, with city employees, patrons to city hall, other downtown patrons, and a few students using the lot.

Both lots are frequently closed to parking for events and festivals. Both lots also serve as the farmers market on weekends. The east lot sees far less utilization due to being further away, having access only from Oak Street, and being difficult to navigate. The lots could potentially be combined into one large lot for better access and increased parking.



West Lot

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
41	58	37	46	47	55	5	10	2	1	1

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
66	58	88%	47.3	72%	7.5	11%	2%	53

East Lot (Farmers Market)

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
5	6	11	6	10	7	0	6	1	3	1

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
36	11	31%	7.5	21%	3.0	8%	3%	29



RMU Lot

The 'RMU' lot is located directly across from the City Hall and RMU offices. Although small, the lot sees the highest utilization rates of any public parking lot in the downtown. The lot is ideally situated to provide parking for downtown business owners and employees.

Most of the parking lot is owned by the city. A few spaces are on adjacent properties. Those spaces are reserved for the businesses on those properties, while the remainder of the lot is for public parking.

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
33	28	33	33	31	28	14	15	21	30	15

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
35	33	94%	31.0	89%	14.5	41%	43%	28

Since the lot is mostly used by the downtown businesses, perhaps the lot could be converted into leased parking with priority for business owners. The lot is so small that most downtown patrons likely do not consider it when searching for parking.

PCB Lot

The Phelps County Bank lot is owned by the bank, but the city has a long-term lease to allow the lot to be used for public parking. The location is ideal for downtown parking, however, weekday parking is mostly used by bank employees. The lot does provide excess capacity for evenings and weekends.

The lot does routinely see high weekday utilization, however, evening utilization is low, despite the prime location.



Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
38	35	37	38	31	32	9	17	33	16	16

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
38	38	100%	35.2	93%	13.0	34%	42%	30

The Phelps County Bank lot is currently mostly used by employees. In order to increase the evening usage by the downtown patrons, better signage and wayfinding may be needed. Since the lot is unavailable during the weekdays, many patrons may not be aware the lot is available in the evenings.

The lot has potential to be enlarged to provide more parking. Elm Street is located adjacent to the east side of the parking lot. Elm Street has very little traffic and does not provide access to any properties. If Elm Street were vacated and the space allocated for enlarging the parking area, approximately 20 additional spaces could be created.



Spartan Lot

The “Spartan” lot is located on most of the block bounded by 9th Street, 10th Street, Rolla Street, and Main Street. The lot is partly owned by the university and partly on property leased to the city for public parking. The lease will expire in 2033 and can be terminated by the property owner without notice. The lot was built with CDBG funds to increase parking in the downtown.

The lot is used for lease spaces, which are mostly leased by students and downtown residents. The lot is fully leased, with a waitlist. The lot is well located for student parking and downtown resident parking. The Spartan lot is the largest public parking lot in the downtown.

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
41	41	42	45	42	42	33	32	27	28	25

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
108	45	42%	42.2	39%	32.5	30%	23%	86

Based on the data, the Spartan lot appears to be poorly utilized. However, in fact, the lot is fully leased. Based on the low overnight utilization, students make up the largest segment of users. Students generally only have classes for a few hours per day, at somewhat staggered times from other students. This turnover causes the lot to appear under-utilized, despite being fully leased.

The parking could be better managed to create additional lease space capacity. Rather than a leased space system, where each user is assigned a particular space, the lot could revert to a parking pass system. A parking pass system would allow the holders access to any available space in the lot. Based on the current utilization, it would seem that an additional 40-50 passes could be sold without exceeding 80% of the parking lot capacity. The 20% remainder may be needed for turnover periods between classes.

If overnight passes are sold separately from daytime passes, additional daytime parking capacity may be created by the downtown residents who only need to park overnight. Although most downtown residents are students, some may hold jobs located elsewhere during the day.

8th Street Lot

The 8th Street lot is owned by the city. The lot is currently used for leased parking. The lot is fully leased. Many business owners/employees and downtown residents use this lot.



Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
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Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
16	15	18	15	20	15	10	7	11	9	10

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
34	20	59%	16.5	49%	8.5	25%	29%	27

The 8th Street lot is ideally located for downtown business owner, employee, and resident parking. Although the entire lot is leased, priority should be provided for the business owners, employees, and residents over student parking.



6th/Elm Lot

The 6th/Elm Lot is owned by the city and was constructed with CDBG funds to increase parking in the downtown. The lot is mostly used for leased parking spaces, with 44 lease spaces, and 40 spaces available for public parking. Only 15 of the lease spaces are currently leased.

The lot can serve much of the south end of Pine Street. However, the lot is located across a busy street, across railroad tracks, and not directly visible from Pine Street. As a result, the lot currently sees very low utilization rates.

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
6	4	6	1	3	2	4	3	2	2	2

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
84	6	7%	3.7	4%	3.5	4%	2%	67

In the coming years, the southern end of Pine Street and the downtown may see an increase in activity. This lot could be improved to increase its appeal for downtown patrons and tourists. The lot lacks any clear identification as a public parking lot from 6th Street. Many may not know the lot is available for parking.

The lot is designed with two dead-end areas. If the lot were more utilized, the dead-ends make it more difficult to find parking because a driver cannot necessarily see if a space is available when entering the lot. If no parking is available, the driver must then reverse back out. Connecting the two ends with a one-way drive can be achieved, but may require the removal of one or two trees and a short retaining wall.

The lot does not provide for any accessible parking. An accessible parking space could be located near the NW corner of the lot. A sidewalk connecting the loading zone to the sidewalk on 6th Street would improve access for pedestrians. Informational signage about the downtown could be located adjacent to this sidewalk.

Currently the leased parking spaces are located on the north side, with open parking on the south side. For the parking lot to be most useful for downtown patrons, the public parking should be located closer to 6th Street, with the leased parking intended to serve as longer-term parking for downtown residents and business vehicles.

7th/Main Lot



The 7th/Main lot property is owned by the First United Methodist Church, located across the street. The lot is leased to the city to allow for public parking when not needed for church services. The lease expired in 2019, with automatic 5 year extensions. The next extension date will be May 2029. The lease can be terminated by either party with a 6 month notice.

10 spaces are reserved for church use. The remaining spaces are used for public parking. The lot is not well utilized due to the size and location.

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
22	20	24	24	11	21	6	18	14	6	0

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
38	24	63%	20.3	54%	12.0	32%	0%	30

The 7th/Main lot is not ideally located to provide parking for the downtown. However, the lot is somewhat well-located to provide parking for students and fraternities in the vicinity. The reserved church parking does not appear to be very utilized. Some reserved spaces could be removed. The remainder of the lot should be considered for leased parking.

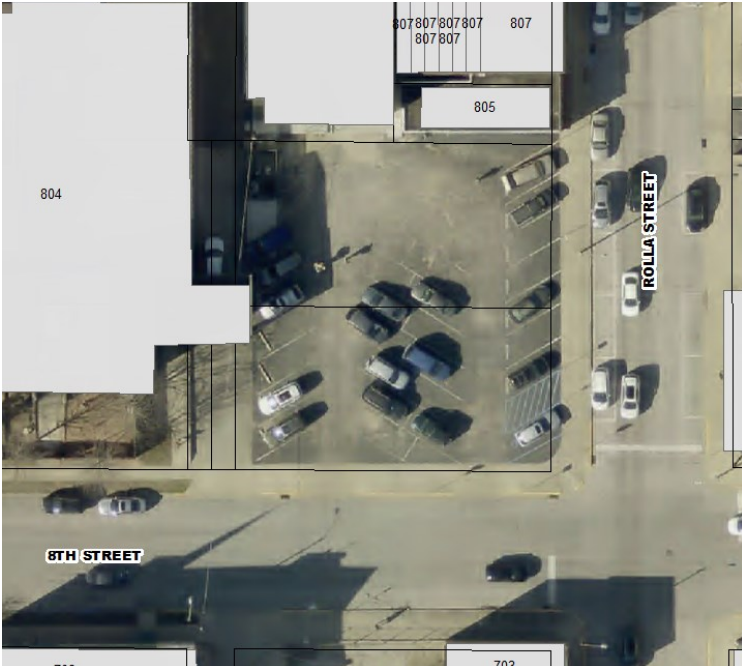
Most users of the lot are likely students. If the lot cannot be converted for leased parking, the city should consider not renewing the lease. Most uses on the west side of the downtown have their own off-street parking. The lot has limited usefulness for downtown parking.

8th/Rolla Lot

The parking lot at 8th Street and Rolla Street is also owned by the First United Methodist Church, but leased to the city for public parking. The lease also will be extended in 2029 and can be terminated with a 6 month notice.

The church uses the lot on service days. Much of the use through the week is also by church employees.

The lot is well located to provide parking for the Rolla Street area, however, currently the demand in the vicinity is fairly low.



Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
10	11	21	20	22	20	13	6	6	7	5

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
28	22	79%	17.3	62%	9.5	34%	18%	22

Downtown patrons may not be aware that the lot is available for parking. No signage for the lot is visible from Rolla Street. Added signage and wayfinding may increase utilization.



8th/Pine Lots

The lots located at the NE and NW corners of 8th Street and Pine Street are both private lots owned by the nearby Phelps County Bank and First State Community Bank (respectively).

Although private, the lots are very visible in the center of the downtown. They often function as public parking due to the ideal location. The lots seem to be very popular during the early evenings.

East Lot (PCB)

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
10	11	11	12	8	9	7	14	13	15	4

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
16	15	94%	10.2	64%	10.5	66%	25%	13

West Lot (FSCB)

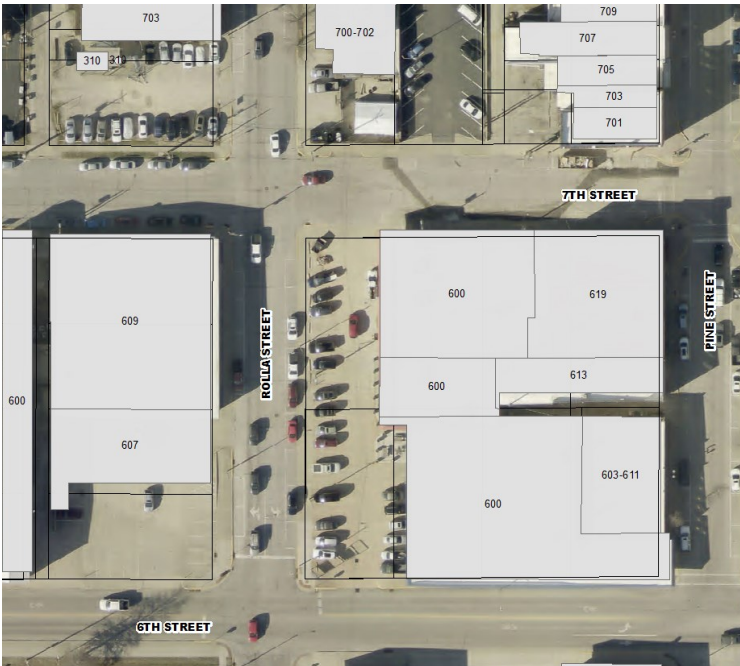
Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
7	10	5	7	8	7	8	8	8	17	6

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
18	17	94%	7.3	41%	8.0	44%	33%	14

Public House Lots

The owners of the property at the Public House Brewing Company have two parking lots. Both lots were studied, however, the gravel lot across the street was not being used at the time of the study. The paved lot adjacent to the building was also partially obstructed by construction activity. Only the paved lot data is shown in this report.

The current construction activity and planned redevelopments in the area may necessitate reviewing the parking in this area at a later time.



Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
8	12	11	13	9	14	10	7	8	11	10

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
25	14	56%	11.2	45%	8.5	34%	40%	20

600-700 Block Pine

The “South End” of Pine Street is generally considered to be the 600 and 700 blocks. Currently, there are fewer businesses located on these blocks, but recent redevelopment plans may bring more activity to the area. Currently, parking demand is fairly low.



600 Block Pine Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
7	4	9	7	7	8	4	11	12	4	8

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
17	12	71%	7.0	41%	7.5	44%	47%	14

700 Block Pine Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
13	7	11	9	8	8	10	7	12	11	12

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
18	13	72%	9.3	52%	8.5	47%	67%	14

800-900 Block Pine



The 800 and 900 Block of Pine street is in the heart of the downtown. The parking utilization is not as high as one would expect in the core of the downtown. The parking is timed and well enforced.

In addition, all the marked parking on Pine Street and the downtown is fairly small, measuring only 20-21 feet in length. Parallel street parking is recommended to be 24 feet. Persons with larger vehicles or who are not confident with parallel parking may opt to park elsewhere when the utilization gets close to 50%. Below 50% utilization allows patrons to park in every other space.

Likely, many visitors to the downtown opt for longer-term parking to avoid the hassle of parking on-street. Oddly, although it may reduce the total available parking, simply re-striping the spaces to be 24 feet long could increase the utilization rates.

800 Block Pine

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
7	6	6	8	6	6	7	6	7	8	6

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
14	8	57%	6.5	46%	6.5	46%	43%	11

900 Block Pine

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
2	7	2	10	7	8	9	7	8	10	1

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
14	10	71%	6.0	43%	8.0	57%	7%	11



1000-1100 Block Pine

The “North Pine” blocks of Pine Street see less use than the rest of the downtown south of 10th Street. The parking is timed, so despite being close to the university campus, students are not able to park on these blocks during classes.

1000 Block Pine

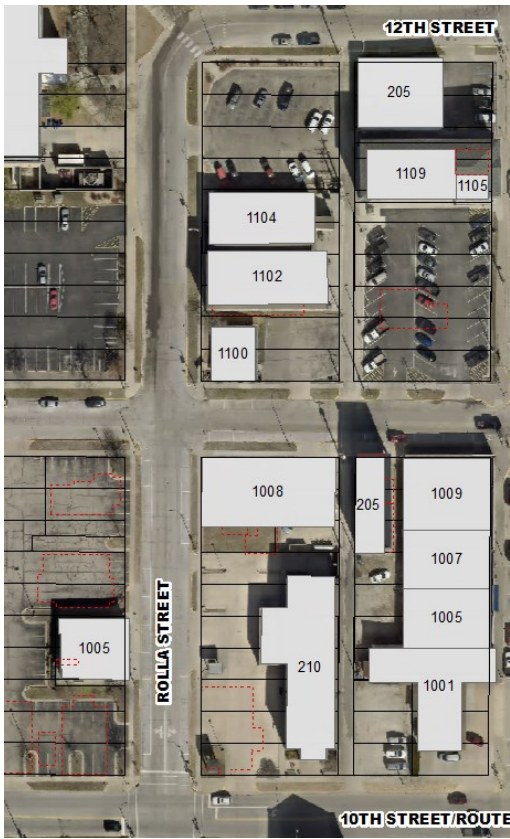
Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
6	10	5	7	3	6	2	12	3	8	0

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
16	12	75%	6.2	39%	7.0	44%	0%	13

1100 Block Pine

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
7	10	8	10	8	12	3	8	2	4	1

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
19	12	63%	9.2	48%	5.5	29%	5%	15



1000-1100 Block Rolla

Rolla Street in general sees much less traffic, activity, and parking utilization compared to most of the downtown. Much like Pine Street, Rolla Street is also a one-way street with parking on both sides.

The northern blocks have very little commercial activity. Parking is mostly used by students and visitors for short-term use.

The 1100 Block does not have marked spaces. Many may assume parking is not permitted on this block. The spaces should be marked to make it clear. An additional three spaces are possible on the west side of the street.

1100 Block Rolla

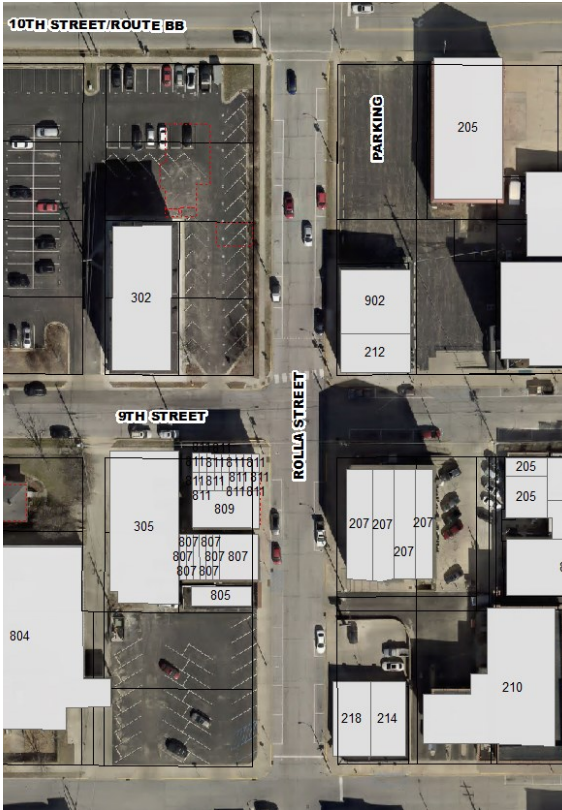
Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
1	2	0	1	0	1	0	0	0	1	1

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
5	2	40%	0.8	17%	0.0	0%	20%	4

1000 Block Rolla

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
5	7	8	4	5	7	6	7	4	7	7

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
17	7	41%	6.0	35%	6.5	38%	41%	14



900-800 Block Rolla

The Rolla Street corridor through the downtown has less commercial activity than Pine Street. 800 and 900 blocks act more as overflow parking for the downtown if parking on Pine Street and the side streets is too full.

On-street parking is located on both sides of the street on both Pine Street and Rolla Street. Parking on the left side of a street requires drivers to maneuver into a parallel space in a way that is unusual. Many people are already not comfortable with parallel parking. Add in sub-standard space sizes and opposite curb parking and many drivers will opt to park elsewhere if there are more comfortable options.

Modifying the parking to be angled may increase the parking utilization on the one-way streets.

900 Block Rolla

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
3	4	4	2	7	4	4	5	3	4	2

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
15	7	47%	4.0	27%	4.5	30%	13%	12

800 Block Rolla

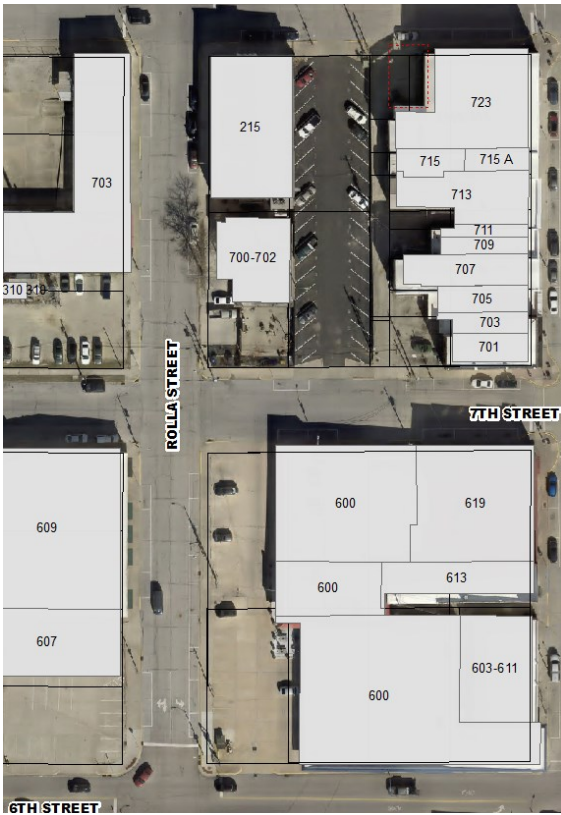
Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
6	8	4	7	7	8	4	7	6	4	4

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
13	8	62%	6.7	51%	5.5	42%	31%	10

700-600 Block Rolla

The 600 and 700 Blocks of Rolla Street also have a very low utilization. The blocks do not have much commercial activity. The redevelopments planned on the south side of Pine Street, which also front on Rolla Street, could increase the demand in the area. The street may already have the needed capacity for the future demand.

About four additional parking spaces may be created from loading zones and driveways that do not appear to be in use.



700 Block Rolla

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
3	4	0	2	3	0	2	3	3	4	3

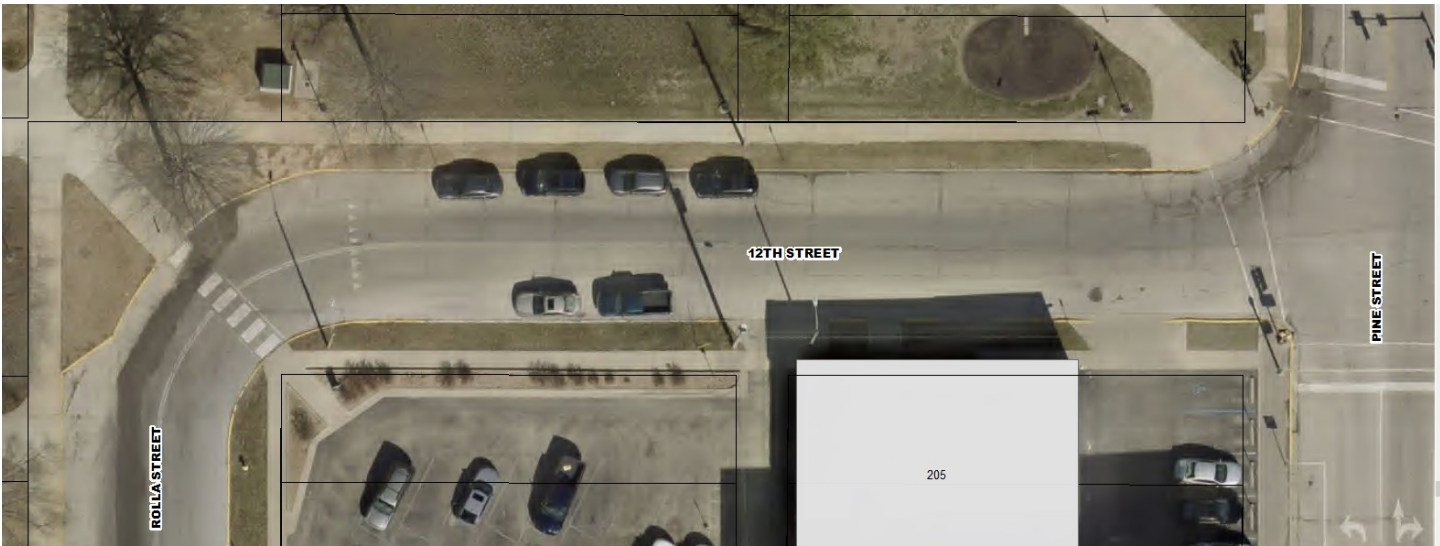
Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
10	4	40%	2.0	20%	2.5	25%	30%	8

600 Block Rolla

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
0	2	1	3	4	4	4	4	1	3	3

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
15	4	27%	2.3	16%	4.0	27%	20%	12

I 2th between Rolla and Pine



The block of I 2th Street between Rolla Street and Pine Street is heavily used due to its location adjacent to the university campus. The university uses 3 spaces for official vehicles. An area is reserved for motorcycle parking. The remainder are actually untimed spaces. The untimed spaces directly adjacent to the university campus are heavily utilized.

These spaces are not marked. They should be demarcated so the parking can be more organized. These spaces should be converted into timed spaces so they can function for short-term parking needs. The 1000 and 1100 blocks of Rolla Street could be converted into longer-term parking.

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
8	8	8	8	8	9	5	8	4	7	6

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
10	9	90%	8.2	82%	6.5	65%	60%	8

I Ith Street between Rolla and Elm



I Ith Street between Rolla Street and Elm Street sees a low utilization. Some parking is reserved for official vehicles. The area has little commercial activity. The 30 minute parking areas could be converted to two hour parking.

I Ith between Rolla Street and Pine Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
5	5	3	4	5	5	7	5	3	5	6

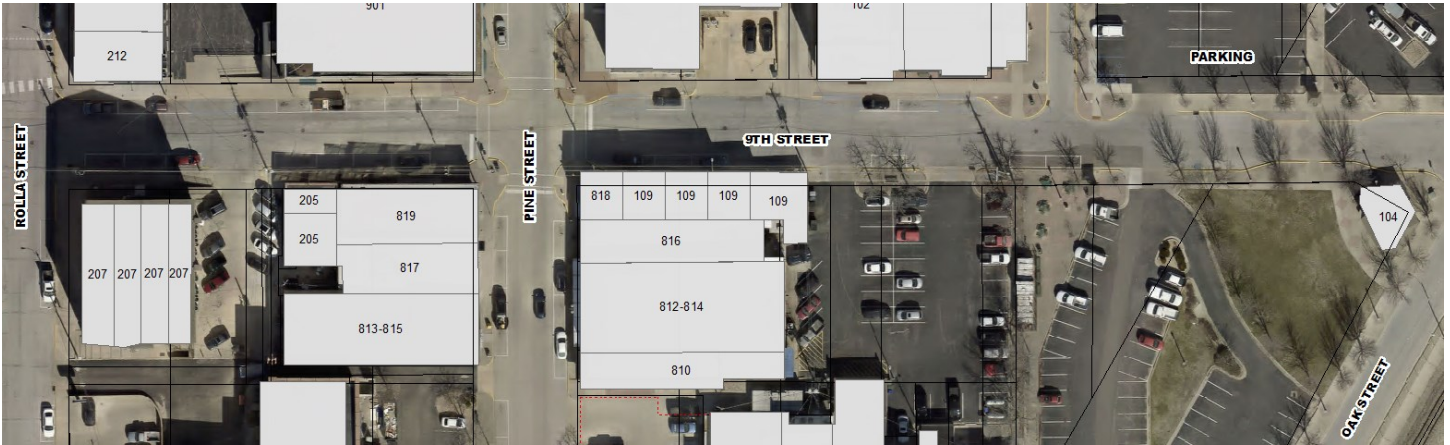
Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
9	7	78%	4.5	50%	6.0	67%	67%	7

I Ith between Pine Street and Elm Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
4	8	3	5	2	4	3	6	2	4	2

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
16	8	50%	4.3	27%	4.5	28%	13%	13

9th Street between Rolla and Oak



9th Street between Rolla Street and Oak Street is in the heart of the downtown. Although it is a side street, many downtown patrons use the side streets for parking. Parking for the laundry business and RMU/City Hall offices has a high turnover. The downtown side streets could be converted into angled parking. About 7 additional spaces could be created by converting the parallel spaces to angled parking.

9th between Rolla Street and Pine Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
3	11	7	9	13	15	9	13	7	13	8

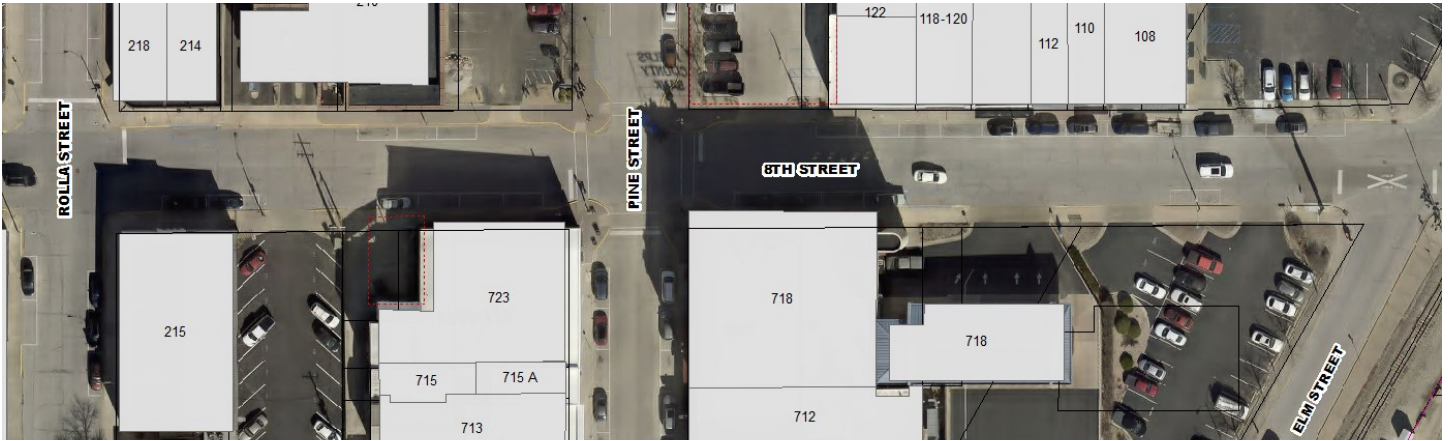
Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
17	15	88%	9.7	57%	11.0	65%	47%	14

9th between Pine Street and Oak Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
1	3	3	5	4	2	3	7	5	6	2

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
11	7	64%	3.0	27%	5.0	45%	18%	9

8th Street between Rolla and Elm



8th Street between Rolla Street and Elm Street is also located in the heart of the downtown. Many downtown patrons park on these streets. The area near the Hoppers Bar sees more use in the evenings. About 7 additional spaces could be created by converting the parallel spaces to angled parking.

8th between Rolla Street and Pine Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
4	4	6	7	4	3	7	4	4	9	8

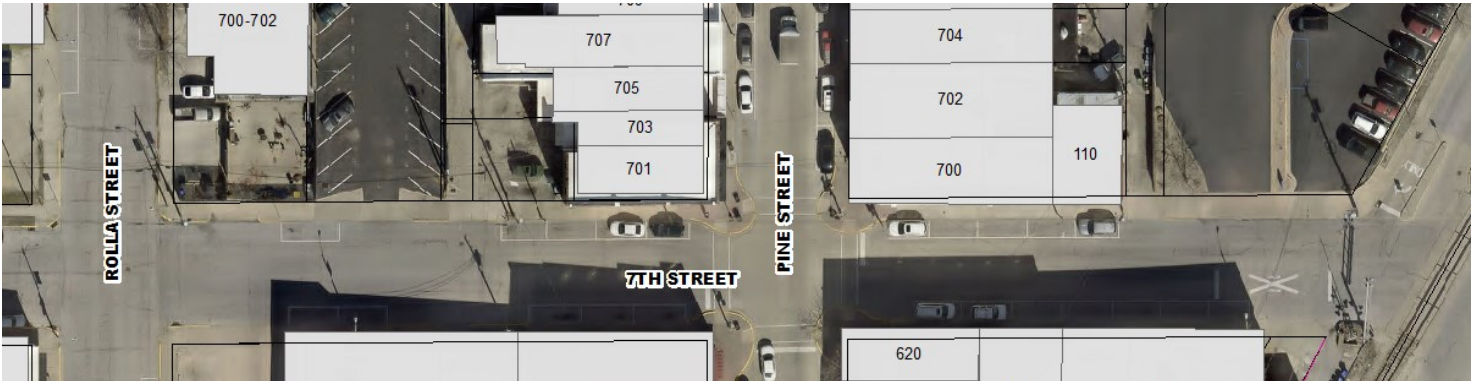
Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
10	9	90%	4.7	47%	5.5	55%	80%	8

8th between Pine Street and Elm Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
2	5	11	14	10	10	5	16	14	13	2

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
19	16	84%	8.7	46%	10.5	55%	11%	15

7th Street between Rolla and Elm



7th Street between Rolla Street and Elm Street is also located in the heart of the downtown, but currently sees low use. The southern end of the downtown has less commercial activity currently. However, recent redevelopments may increase parking demand in the future. About 7 additional spaces could be created by converting the parallel spaces to angled parking.

As with other locations in the downtown, 7th Street is impacted by loading zoned for garage doors. Perhaps additional parking could be created by verifying the loading zones are still needed.

7th between Rolla Street and Pine Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
6	3	5	4	4	5	5	3	6	5	2

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
10	6	60%	4.5	45%	4.0	40%	20%	8

7th between Pine Street and Elm Street

Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 10	Dec 11	Dec 13	Dec 13	Dec 13
Wed	Thur	Wed	Thur	Wed	Thur	Wed	Thur	Sat	Sat	Sat
Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Overnight
9:00	9:00	12:00	12:00	3:00	3:00	6:00	6:00	3:00	6:00	9:00
9	5	9	5	9	9	0	1	10	5	2

Parking Capacity	Maximum Parked	Maximum Utilization	Weekday Average Parked	Weekday Average Utilization	Evening Average Parked	Evening Average Utilization	Overnight Utilization	80% Target Utilization
12	10	83%	7.7	64%	0.5	4%	17%	10



CITY COUNCIL AGENDA

DEPARTMENT: Public Works

ACTION REQUESTED: Ordinance

SUBJECT: No Parking on Duane Avenue

PREPARED BY: Darin Pryor

ATTACHMENTS: Map/Ordinance

(CASE/PROJECT #)

MEETING DATE: June 15, 2026

Overview: City staff received a request from Phelps Health to eliminate parking on the west side of Duane Avenue. Trucks making deliveries to the hospital are having difficulties when vehicles are parked on both sides of Duane Avenue

Background information:

Fiscal considerations: \$500 for signs.

Recommendation:

Staff is requesting the final reading of an ordinance restricting parking on the West side of Duane Avenue from Fitch Street to Joyce Avenue.

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 27-92 OF THE GENERAL ORDINANCES OF THE CITY OF ROLLA, MISSOURI KNOWN AS THE CODE OF THE CITY RELATING TO PARKING.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AS FOLLOWS:

Section 1: That Section 27-92 of the Code of the City of Rolla, Missouri, pertaining to parking is hereby amended by adding the following in alphabetical order:

Sec. 27-92 Parking Prohibited – On certain streets or parts of streets.

It shall be unlawful for any person to cause or permit any motor vehicle registered in his/her name to be unlawfully parked as set out in this section.

Duane Avneue, on the West side, from Fitch Street to Joyce Avenue.

Section 2: That this ordinance shall be in full force and effect from and after the date of its passage and approval.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI, AND APPROVED BY THE MAYOR THIS 15th DAY OF JUNE, 2026.

APPROVED:

ATTEST:

MAYOR

CITY CLERK

APPROVED AS TO FORM:

CITY COUNSELOR

I-44

14TH STREET

Proposed No Parking West side of Duane Avenue

PRIVATE

FITCH STREET

DUANE AVENUE

JOYCE AVENUE





CITY COUNCIL AGENDA

DEPARTMENT: Public Works

ACTION REQUESTED: Resolution

SUBJECT: TDD Master Agreement

PREPARED BY: Darin Pryor

ATTACHMENTS: Master Agreement/Resolution

(CASE/PROJECT #)

MEETING DATE: June 15, 2026

Overview: Staff is proposing a Master Agreement with HDR Engineering Inc., to provide professional services for traffic modeling and conceptual design of improvements for the Move Rolla Transportation Development District. The Agreement is in your packet.

Background information: Staff received qualification statements from 4 firms interested in providing professional services to assist the TDD with the next phase of possible projects. HDR was selected based on qualifications. The Master Agreement does not have any cost associated with the approval. Task orders will be negotiated for the various tasks involved and the task orders will require approval from council.

In 2015 the City, Phelps County Regional Medical Center, Missouri University of Science and Technology (Missouri S&T), and UTW Rolla (a private development firm) joint-funded a high-level major transportation study culminating in the Move Rolla Transportation Plan. That Study ultimately led to the formation of the Move Rolla Transportation Development District and proposed a 1 cent transportation sales tax to address many critical transportation needs. Formation of the District was approved by voters in January 2017. The Plan evaluated a variety of possible transportation improvements over the next 20 years (estimated at \$58 – 60 million). The Move Rolla Transportation Development District (TDD) Program is focused on implementing the projects identified in the Move Rolla Strategy (2015) and presented to voters in the Transportation Development District tax that was approved. The purpose of the improvements are to develop a transportation system that meets the needs of all people and modes and promotes a safe, healthy community and economic opportunities for the next 20 years.

Fiscal considerations: The City of Rolla is contracted by the TDD to be the fiscal agent for the district. The city council approves the contracts and makes the payments for services. The TDD reimburses the City for the expenses including staff time.

Recommendation:

Staff is requesting the approval of a resolution authorizing the mayor to enter the Master Agreement with HDR Engineering Inc.

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE A CERTAIN MASTER AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI, AND HDR ENGINEERING, INC.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI, AS FOLLOWS:

Section 1: That the Mayor of the City of Rolla, Missouri be and is hereby authorized and directed to execute on behalf of the City a master agreement between the City and HDR Engineering, Inc, a copy of said agreement being attached hereto and marked Exhibit "A".

Section 2: This resolution will be in full force and effect from and after the date of its passage and approval.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AND APPROVED BY THE MAYOR THIS 15th DAY OF JUNE 2026.

APPROVED:

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY COUNSELOR

EXHIBIT A

MASTER SHORT FORM AGREEMENT FOR PROFESSIONAL SERVICES AGREEMENT NUMBER _____

THIS AGREEMENT is made as of this _____ day of _____, 2026, between City of Rolla, Missouri, hereinafter referred to as "OWNER", and HDR Engineering, Inc., hereinafter referred to as "ENGINEER" or "CONSULTANT," for engineering services as described in this Agreement.

WHEREAS, OWNER desires to retain ENGINEER, a professional engineering firm, to provide professional engineering, consulting and related services ("Services") on one or more projects in which the OWNER is involved; and

WHEREAS, ENGINEER desires to provide such services on such projects as may be agreed, from time to time, by the parties;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties agree as follows:

SECTION I. PROJECT TASK ORDER

- 1.1 This Agreement shall apply to as many projects as OWNER and ENGINEER agree will be performed under the terms and conditions of this Agreement. Each project ENGINEER performs for OWNER hereunder shall be designated by a "Task Order." A sample Task Order is attached to this Agreement and marked as Exhibit "A". No Task Order shall be binding or enforceable unless and until it has been properly executed by both OWNER and ENGINEER. Each properly executed Task Order shall become a separate supplemental agreement to this Agreement.
- 1.2 Depending on the location of a project in a given Task Order, it may be necessary for HDR Engineering, Inc. to utilize a different operating company, which is an affiliated, associated or related company to HDR Engineering, Inc., for compliance with professional licensure laws and requirements ("Authorized Entity"). In the event an Authorized Entity is required to be used, said Authorized Entity shall execute the Task Order, which shall create a two-party agreement exclusively between Owner and the Authorized Entity as it relates to the services performed under the Task Order.
- 1.3 In resolving potential conflicts between this Agreement and the Task Order pertaining to a specific project, the terms of this Agreement shall control.
- 1.4 ENGINEER will provide the Scope of Services as set forth in Part 2 of each Task Order.

SECTION II. RESPONSIBILITIES OF OWNER

In addition to the responsibilities described in paragraph 6 of the attached "HDR Engineering, Inc. Terms and Conditions for Professional Services," OWNER shall have the responsibilities described in Part 3 of each Task Order.

SECTION III. COMPENSATION

Compensation for ENGINEER's Services shall be in accordance with Part 5 of each Task Order, and in accordance with paragraph 11 of the attached HDR Engineering, Inc. Terms and Conditions.

SECTION IV. TERMS AND CONDITIONS OF ENGINEERING SERVICES

The HDR Engineering, Inc. Terms and Conditions, which are attached hereto in Exhibit B, are incorporated into this Agreement by this reference as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written above.

City of Rolla, Missouri
"OWNER"

BY: _____

NAME: _____

TITLE: _____

ADDRESS: _____

HDR ENGINEERING, INC.
"ENGINEER"

BY: _____

NAME: Cory Imhoff, PE

TITLE: Sr. Vice President

ADDRESS: 10450 Holmes Rd, Suite 600
Kansas City, MO 64131

EXHIBIT A
TASK ORDER

This Task Order pertains to an Agreement by and between _____, (“OWNER”), and HDR Engineering, Inc. (“ENGINEER”), dated _____, 20____, (“the Agreement”). Engineer shall perform services on the project described below as provided herein and in the Agreement. This Task Order shall not be binding until it has been properly signed by both parties. Upon execution, this Task Order shall supplement the Agreement as it pertains to the project described below.

TASK ORDER NUMBER:
PROJECT NAME:

PART 1.0 PROJECT DESCRIPTION:

PART 2.0 SCOPE OF SERVICES TO BE PERFORMED BY ENGINEER ON THE PROJECT:

PART 3.0 OWNER’S RESPONSIBILITIES:

PART 4.0 PERIODS OF SERVICE:

PART 5.0 ENGINEER’S FEE:

PART 6.0 OTHER:

This Task Order is executed this _____ day of _____, 20__.

"OWNER"

HDR ENGINEERING, INC.
"ENGINEER"

BY: _____

BY: _____

NAME: _____

NAME: _____

TITLE: _____

TITLE: _____

ADDRESS: _____

ADDRESS: _____

SAMPLE

EXHIBIT B
TERMS AND CONDITIONS

HDR Engineering, Inc. Terms and Conditions for Professional Services

1. STANDARD OF PERFORMANCE

The standard of care for all professional engineering, consulting and related services performed or furnished by ENGINEER and its employees under this Agreement will be the care and skill ordinarily used by members of ENGINEER's profession practicing under the same or similar circumstances at the same time and in the same locality. ENGINEER makes no warranties, express or implied, under this Agreement or otherwise, in connection with ENGINEER's services.

2. INSURANCE/INDEMNITY

ENGINEER agrees to procure and maintain, at its expense, Workers' Compensation insurance as required by statute; Employer's Liability of \$250,000; Automobile Liability insurance of \$1,000,000 combined single limit for bodily injury and property damage covering all vehicles, including hired vehicles, owned and non-owned vehicles; Commercial General Liability insurance of \$1,000,000 combined single limit for personal injury and property damage; and Professional Liability insurance of \$1,000,000 per claim for protection against claims arising out of the performance of services under this Agreement caused by negligent acts, errors, or omissions for which ENGINEER is legally liable. If flying an Unmanned Aerial System (UAS or drone), ENGINEER will procure and maintain aircraft unmanned aerial systems insurance of \$1,000,000 per occurrence. OWNER shall be made an additional insured on Commercial General and Automobile Liability insurance policies and certificates of insurance will be furnished to the OWNER. ENGINEER agrees to indemnify OWNER for third party personal injury and property damage claims to the extent caused by ENGINEER's negligent acts, errors or omissions. However, neither Party to this Agreement shall be liable to the other Party for any special, incidental, indirect, or consequential damages (including but not limited to loss of use or opportunity; loss of good will; cost of substitute facilities, goods, or services; cost of capital; and/or fines or penalties), loss of profits or revenue arising out of, resulting from, or in any way related to the Project or the Agreement from any cause or causes, including but not limited to any such damages caused by the negligence, errors or omissions, strict liability or breach of contract. The employees of both parties are intended third party beneficiaries of this waiver of consequential damages.

3. OPINIONS OF PROBABLE COST

Any opinions of probable project cost or probable construction cost provided by ENGINEER are made on the basis of information available to ENGINEER and on the basis of ENGINEER's experience and qualifications, and represents its judgment as an experienced and qualified professional engineer. However, since ENGINEER has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractor(s)' methods of determining prices, or over competitive bidding or market conditions, ENGINEER does not guarantee that proposals, bids or actual project or construction cost will not vary from opinions of probable cost ENGINEER prepares.

4. CONSTRUCTION PROCEDURES

ENGINEER's observation or monitoring portions of the work performed under construction contracts shall not relieve the contractor from its responsibility for performing work in accordance with applicable contract documents. ENGINEER shall not control or have charge of, and shall not be responsible for, construction means, methods, techniques, sequences, procedures of construction, health or safety programs or precautions connected with the work and shall not manage, supervise, control or have charge of construction. ENGINEER shall not be responsible for the acts or omissions of the contractor or other parties on the project. ENGINEER shall be

entitled to review all construction contract documents and to require that no provisions extend the duties or liabilities of ENGINEER beyond those set forth in this Agreement. OWNER agrees to include ENGINEER as an indemnified party in OWNER's construction contracts for the work, which shall protect ENGINEER to the same degree as OWNER. Further, OWNER agrees that ENGINEER shall be listed as an additional insured under the construction contractor's liability insurance policies.

5. CONTROLLING LAW

This Agreement is to be governed by the law of the state where ENGINEER's services are performed.

6. SERVICES AND INFORMATION

OWNER will provide all criteria and information pertaining to OWNER's requirements for the project, including design objectives and constraints, space, capacity and performance requirements, flexibility and expandability, and any budgetary limitations. OWNER will also provide copies of any OWNER-furnished Standard Details, Standard Specifications, or Standard Bidding Documents which are to be incorporated into the project.

OWNER will furnish the services of soils/geotechnical engineers or other consultants that include reports and appropriate professional recommendations when such services are deemed necessary by ENGINEER. The OWNER agrees to bear full responsibility for the technical accuracy and content of OWNER-furnished documents and services.

In performing professional engineering and related services hereunder, it is understood by OWNER that ENGINEER is not engaged in rendering any type of legal, insurance or accounting services, opinions or advice. Further, it is the OWNER's sole responsibility to obtain the advice of an attorney, insurance counselor or accountant to protect the OWNER's legal and financial interests. To that end, the OWNER agrees that OWNER or the OWNER's representative will examine all studies, reports, sketches, drawings, specifications, proposals and other documents, opinions or advice prepared or provided by ENGINEER, and will obtain the advice of an attorney, insurance counselor or other consultant as the OWNER deems necessary to protect the OWNER's interests before OWNER takes action or forebears to take action based upon or relying upon the services provided by ENGINEER.

7. SUCCESSORS, ASSIGNS AND BENEFICIARIES

OWNER and ENGINEER, respectively, bind themselves, their partners, successors, assigns, and legal representatives to the covenants of this Agreement. Neither OWNER nor ENGINEER will assign, sublet, or transfer any interest in this Agreement or claims arising therefrom without the written consent of the other. No third party beneficiaries are intended under this Agreement.

8. RE-USE OF DOCUMENTS

All documents, including all reports, drawings, specifications, computer software or other items prepared or furnished by ENGINEER pursuant to this Agreement, are instruments of service with respect to the project. ENGINEER retains ownership of all such documents. OWNER may retain copies of the documents for its information and reference in connection with the project; however, none of the documents are intended or represented to be suitable for reuse by OWNER or others on extensions of the project or on any other project. Any reuse without written verification or adaptation by ENGINEER for the specific purpose intended will be at OWNER's sole risk and without liability or legal exposure to ENGINEER, and OWNER will defend, indemnify and hold harmless ENGINEER from all claims, damages, losses and expenses, including attorney's fees,

arising or resulting therefrom. Any such verification or adaptation will entitle ENGINEER to further compensation at rates to be agreed upon by OWNER and ENGINEER.

9. TERMINATION OF AGREEMENT

OWNER or ENGINEER may terminate the Agreement, in whole or in part, by giving seven (7) days written notice to the other party. Where the method of payment is "lump sum," or cost reimbursement, the final invoice will include all services and expenses associated with the project up to the effective date of termination. An equitable adjustment shall also be made to provide for termination settlement costs ENGINEER incurs as a result of commitments that had become firm before termination, and for a reasonable profit for services performed.

10. SEVERABILITY

If any provision of this agreement is held invalid or unenforceable, the remaining provisions shall be valid and binding upon the parties. One or more waivers by either party of any provision, term or condition shall not be construed by the other party as a waiver of any subsequent breach of the same provision, term or condition.

11. INVOICES

ENGINEER will submit monthly invoices for services rendered and OWNER will make payments to ENGINEER within thirty (30) days of OWNER's receipt of ENGINEER's invoice.

ENGINEER will retain receipts for reimbursable expenses in general accordance with Internal Revenue Service rules pertaining to the support of expenditures for income tax purposes. Receipts will be available for inspection by OWNER's auditors upon request.

If OWNER disputes any items in ENGINEER's invoice for any reason, including the lack of supporting documentation, OWNER may temporarily delete the disputed item and pay the remaining amount of the invoice. OWNER will promptly notify ENGINEER of the dispute and request clarification and/or correction. After any dispute has been settled, ENGINEER will include the disputed item on a subsequent, regularly scheduled invoice, or on a special invoice for the disputed item only.

OWNER recognizes that late payment of invoices results in extra expenses for ENGINEER. ENGINEER retains the right to assess OWNER interest at the rate of one percent (1%) per month, but not to exceed the maximum rate allowed by law, on invoices which are not paid within thirty (30) days from the date OWNER receives ENGINEER's invoice. In the event undisputed portions of ENGINEER's invoices are not paid when due, ENGINEER also reserves the right, after seven (7) days prior written notice, to suspend the performance of its services under this Agreement until all past due amounts have been paid in full.

12. CHANGES

The parties agree that no change or modification to this Agreement, or any attachments hereto, shall have any force or effect unless the change is reduced to writing, dated, and made part of this Agreement. The execution of the change shall be authorized and signed in the same manner as this Agreement. Adjustments in the period of services and in compensation shall be in accordance with applicable paragraphs and sections of this Agreement. Any proposed fees by ENGINEER are estimates to perform the services required to complete the project as ENGINEER understands it to be defined. For those projects involving conceptual or process development services, activities often are not fully definable in the initial planning. In any event, as the project progresses, the facts developed may dictate a change in the services to be performed, which may alter the scope. ENGINEER will inform OWNER of such situations so that changes in scope and adjustments to the time of performance and compensation can be made as required. If such change, additional services, or suspension of services results in an increase or decrease in the cost of or time required for performance

of the services, an equitable adjustment shall be made, and the Agreement modified accordingly.

13. CONTROLLING AGREEMENT

These Terms and Conditions shall take precedence over any inconsistent or contradictory provisions contained in any proposal, contract, purchase order, requisition, notice-to-proceed, or like document.

14. EQUAL EMPLOYMENT AND NONDISCRIMINATION

In connection with the services under this Agreement, ENGINEER agrees to comply with the applicable provisions of federal and state Equal Employment Opportunity for individuals based on color, religion, sex, or national origin, or disabled veteran, recently separated veteran, other protected veteran and armed forces service medal veteran status, disabilities under provisions of executive order 11246, and other employment, statutes and regulations, as stated in Title 41 Part 60 of the Code of Federal Regulations § 60-1.4 (a-f), § 60-300.5 (a-e), § 60-741 (a-e).

15. HAZARDOUS MATERIALS

OWNER represents to ENGINEER that, to the best of its knowledge, no hazardous materials are present at the project site. However, in the event hazardous materials are known to be present, OWNER represents that to the best of its knowledge it has disclosed to ENGINEER the existence of all such hazardous materials, including but not limited to asbestos, PCB's, petroleum, hazardous waste, or radioactive material located at or near the project site, including type, quantity and location of such hazardous materials. It is acknowledged by both parties that ENGINEER's scope of services do not include services related in any way to hazardous materials. In the event ENGINEER or any other party encounters undisclosed hazardous materials, ENGINEER shall have the obligation to notify OWNER and, to the extent required by law or regulation, the appropriate governmental officials, and ENGINEER may, at its option and without liability for delay, consequential or any other damages to OWNER, suspend performance of services on that portion of the project affected by hazardous materials until OWNER: (i) retains appropriate specialist consultant(s) or contractor(s) to identify and, as appropriate, abate, remediate, or remove the hazardous materials; and (ii) warrants that the project site is in full compliance with all applicable laws and regulations. OWNER acknowledges that ENGINEER is performing professional services for OWNER and that ENGINEER is not and shall not be required to become an "arranger," "operator," "generator," or "transporter" of hazardous materials, as defined in the Comprehensive Environmental Response, Compensation, and Liability Act of 1990 (CERCLA), which are or may be encountered at or near the project site in connection with ENGINEER's services under this Agreement. If ENGINEER's services hereunder cannot be performed because of the existence of hazardous materials, ENGINEER shall be entitled to terminate this Agreement for cause on 30 days written notice. To the fullest extent permitted by law, OWNER shall indemnify and hold harmless ENGINEER, its officers, directors, partners, employees, and subconsultants from and against all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused by, arising out of or resulting from hazardous materials, provided that (i) any such cost, loss, or damage is attributable to bodily injury, sickness, disease, or death, or injury to or destruction of tangible property (other than completed Work), including the loss of use resulting therefrom, and (ii) nothing in this paragraph shall obligate OWNER to indemnify any individual or entity from and against the consequences of that individual's or entity's sole negligence or willful misconduct.

16. EXECUTION

This Agreement, including the exhibits and schedules made part hereof, constitute the entire Agreement between ENGINEER and

OWNER, supersedes and controls over all prior written or oral understandings. This Agreement may be amended, supplemented or modified only by a written instrument duly executed by the parties.

17. ALLOCATION OF RISK

OWNER AND ENGINEER HAVE EVALUATED THE RISKS AND REWARDS ASSOCIATED WITH THIS PROJECT, INCLUDING ENGINEER'S FEE RELATIVE TO THE RISKS ASSUMED, AND AGREE TO ALLOCATE CERTAIN OF THE RISKS, SO, TO THE FULLEST EXTENT PERMITTED BY LAW, THE TOTAL AGGREGATE LIABILITY OF ENGINEER (AND ITS RELATED CORPORATIONS, SUBCONSULTANTS AND EMPLOYEES) TO OWNER AND THIRD PARTIES GRANTED RELIANCE IS LIMITED TO THE LESSER OF \$1,000,000 OR ITS FEE, FOR ANY AND ALL INJURIES, DAMAGES, CLAIMS, LOSSES, OR EXPENSES (INCLUDING ATTORNEY AND EXPERT FEES) ARISING OUT OF ENGINEER'S SERVICES OR THIS AGREEMENT REGARDLESS OF CAUSE(S) OR THE THEORY OF LIABILITY, INCLUDING NEGLIGENCE, INDEMNITY, OR OTHER RECOVERY. ENGINEER'S AND SUBCONSULTANTS' EMPLOYEES ARE INTENDED THIRD PARTY BENEFICIARIES OF THIS ALLOCATION OF RISK.

18. LITIGATION SUPPORT

In the event ENGINEER is required to respond to a subpoena, government inquiry or other legal process related to the services in connection with a legal or dispute resolution proceeding to which ENGINEER is not a party, OWNER shall reimburse ENGINEER for reasonable costs in responding and compensate ENGINEER at its then standard rates for reasonable time incurred in gathering information and documents and attending depositions, hearings, and trial.

19. NO THIRD PARTY BENEFICIARIES

Except as otherwise provided in this Agreement, no third party beneficiaries are intended under this Agreement. In the event a reliance letter or certification is required under the scope of services, the parties agree to use a form that is mutually acceptable to both parties.

20. UTILITY LOCATION

If underground sampling/testing is to be performed, a local utility locating service shall be contacted to make arrangements for all utilities to determine the location of underground utilities. In addition, OWNER shall notify ENGINEER of the presence and location of any underground utilities located on the OWNER's property which are not the responsibility of private/public utilities. ENGINEER shall take reasonable precautions to avoid damaging underground utilities that are properly marked. The OWNER agrees to waive any claim against ENGINEER and will indemnify and hold ENGINEER harmless from any claim of liability, injury or loss caused by or allegedly caused by ENGINEER's damaging of underground utilities that are not properly marked or are not called to ENGINEER's attention prior to beginning the underground sampling/testing.

21. UNMANNED AERIAL SYSTEMS

If operating UAS, ENGINEER will obtain all permits or exemptions required by law to operate any UAS included in the services. ENGINEER's operators have completed the training, certifications and licensure as required by the applicable jurisdiction in which the UAS will be operated. OWNER will obtain any necessary permissions for ENGINEER to operate over private property, and assist, as necessary, with all other necessary permissions for operations.

22. OPERATIONAL TECHNOLOGY SYSTEMS

OWNER agrees that the effectiveness of operational technology systems and features designed, recommended or assessed by ENGINEER (collectively "OT Systems") are dependent upon OWNER's continued operation and maintenance of the OT Systems

in accordance with all standards, best practices, laws, and regulations that govern the operation and maintenance of the OT Systems. OWNER shall be solely responsible for operating and maintaining the OT Systems in accordance with applicable laws, regulations, and industry standards (e.g. ISA, NIST, etc.) and best practices, which generally include but are not limited to, cyber security policies and procedures, documentation and training requirements, continuous monitoring of assets for tampering and intrusion, periodic evaluation for asset vulnerabilities, implementation and update of appropriate technical, physical, and operational standards, and offline testing of all software/firmware patches/updates prior to placing updates into production. Additionally, OWNER recognizes and agrees that OT Systems are subject to internal and external breach, compromise, and similar incidents. Security features designed, recommended or assessed by ENGINEER are intended to reduce the likelihood that OT Systems will be compromised by such incidents. However, ENGINEER does not guarantee that OWNER's OT Systems are impenetrable and OWNER agrees to waive any claims against ENGINEER resulting from any such incidents that relate to or affect OWNER's OT Systems.

23. FORCE MAJEURE

ENGINEER shall not be responsible for delays caused by factors beyond ENGINEER's reasonable control, including but not limited to delays because of strikes, lockouts, work slowdowns or stoppages, government ordered industry shutdowns, power or server outages, acts of nature, widespread infectious disease outbreaks (including, but not limited to epidemics and pandemics), failure of any governmental or other regulatory authority to act in a timely manner, failure of the OWNER to furnish timely information or approve or disapprove of ENGINEER's services or work product, or delays caused by faulty performance by the OWNER's or by contractors of any level or any other events or circumstances not within the reasonable control of the party affected, whether similar or dissimilar to any of the foregoing. When such delays beyond ENGINEER's reasonable control occur, the OWNER agrees that ENGINEER shall not be responsible for damages, nor shall ENGINEER be deemed in default of this Agreement, and the parties will negotiate an equitable adjustment to ENGINEER's schedule and/or compensation if impacted by the force majeure event or condition.

24. EMPLOYEE IMMUNITY

The parties to this Agreement acknowledge that an individual employee or agent may not be held individually liable for negligence with regard to services provided under this Agreement. To the maximum extent permitted by law, the parties intend i) that this limitation on the liability of employees and agents shall include directors, officers, employees, agents and representatives of each party and of any entity for whom a party is legally responsible, and ii) that any such employee or agent identified by name in this Agreement shall not be deemed a party. Specifically, in the event that all or a portion of the services is performed in the State of Florida, the following provision shall be applicable:

THE PARTIES ACKNOWLEDGE THAT PURSUANT TO APPLICABLE FLORIDA STATUTES AN INDIVIDUAL EMPLOYEE OR AGENT MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE WITH REGARD TO SERVICES PROVIDED UNDER THIS AGREEMENT. To the maximum extent permitted by law, the Parties intend i) that this limitation on the liability of employees and agents shall include directors, officers, employees, agents and representatives of each Party and of any entity for whom a Party is legally responsible, and ii) that any such employee or agent identified by name in this Agreement shall not be deemed a Party. The Parties further acknowledge that the Florida statutes referred to above include but are not limited to: §558.0035(1)(a)-(e); §471.023(3)(an engineer is personally liable for negligence except as provided in § 558.0035); §472.021(3) (surveyor and mapper); §481.219(11)(architect and interior designer); §481.319(6) (landscape architect); and §492.111(4) (geologist).



CITY COUNCIL AGENDA

DEPARTMENT: Public Works

ACTION REQUESTED: Resolution

SUBJECT: TDD Task Order #1

PREPARED BY: Darin Pryor

ATTACHMENTS: Task Order #1/Resolution

(CASE/PROJECT #)

MEETING DATE: June 15, 2026

Overview: Staff is proposing the approval of Task Order #1 with HDR Engineering Inc., to provide professional services for traffic modeling and other services for the Move Rolla Transportation Development District. The Task Order is in your packet.

Background information: This Task Order will involve traffic data collection and modeling of existing conditions, future no-build conditions, and future build conditions. It also includes stakeholder outreach and pedestrian safety planning. The cost for Task Order #1 is \$138,021.50

Fiscal considerations: The City of Rolla is contracted by the TDD to be the fiscal agent for the district. The city council approves the contracts and makes the payments for services. The TDD reimburses the City for the expenses including staff time.

Recommendation:

Staff is requesting the approval of a resolution authorizing the mayor to execute Task Order #1 with HDR Engineering Inc.

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE A CERTAIN AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI, AND HDR ENGINEERING, INC.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI, AS FOLLOWS:

Section 1: That the Mayor of the City of Rolla, Missouri be and is hereby authorized and directed to execute on behalf of the City a Task Order #1 agreement between the City and HDR Engineering, Inc, a copy of said agreement being attached hereto and marked Exhibit "A".

Section 2: This resolution will be in full force and effect from and after the date of its passage and approval.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AND APPROVED BY THE MAYOR THIS 15th DAY OF JUNE 2026.

APPROVED:

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY COUNSELOR

EXHIBIT A
TASK ORDER #1

This Task Order pertains to an Agreement by and between City of Rolla, Missouri, (“OWNER”), and HDR Engineering, Inc. (“ENGINEER”), dated _____, 20____, (“the Agreement”). Engineer shall perform services on the project described below as provided herein and in the Agreement. This Task Order shall not be binding until it has been properly signed by both parties. Upon execution, this Task Order shall supplement the Agreement as it pertains to the project described below.

TASK ORDER NUMBER:

PROJECT NAME: Move Rolla Transportation Development District GEC

PART 1.0 PROJECT DESCRIPTION: Move Rolla Transportation Plan Development – Data Collection, Stakeholder Engagement and Safe Streets For All Safety Action Plan Grant Development.

PART 2.0 SCOPE OF SERVICES TO BE PERFORMED BY ENGINEER ON THE PROJECT: See Attachment 1 – Scope of Services

PART 3.0 OWNER’S RESPONSIBILITIES:

PART 4.0 PERIODS OF SERVICE: Period of Service begins with Notice to Proceed and extends for five months.

PART 5.0 ENGINEER’S FEE: Time and Materials with a not to exceed amount of \$145,371.50, see Attachment 2 – Fee Estimate and 2026 Hourly Billing Rates.

PART 6.0 OTHER: N/A

This Task Order is executed this _____ day of _____, 20__.

City of Rolla, Missouri
"OWNER"

HDR ENGINEERING, INC.
"ENGINEER"

BY: _____

BY: _____

NAME: _____

NAME: Cory Imhoff, PE

TITLE: _____

TITLE: Senior Vice President

ADDRESS: _____

ADDRESS: 10450 Holmes Rd, Suite 600
Kansas City, MO 64131

Move Rolla TDD General Engineering Contract

Scope of Services – Task Order 1

Task 1 – Project Management

This task includes management of the internal consultant team, coordination efforts with subconsultants, the City of Rolla, Move Rolla TDD and MoDOT. CONSULTANT will perform document control, quality management and monthly invoicing including progress reports. It is assumed the duration of Task Order 1 is 5 months.

A. Project Management Plan

The Consultant shall prepare a Project Management Plan for management coordination and control of the project required for successful and timely completion of this study. The Project Management Plan shall include:

- A detailed work plan, comprised of schedule and cost breakdown for each sub-task described in this scope of services
- Method for tracking budget and schedule for the duration of the study
- Key project contacts within the project team, MoDOT, and the TCIG
- Establish the project milestones and estimated review times by Client and other parties.
- A Quality Control Plan that describes the quality-control process to be used on the project.

B. Project Administration

This task covers the following items:

- Initial Project Set Up
- Monitoring of Project Metrics
- Development of subconsultant agreement
- Quarterly Management Project Review Meetings
- Monthly invoice and progress report preparation (assumes 5 invoices)

C. Project Team Communications and Document Controls

This establishes the approach to project team meetings as well as development of document control and sharing of project information with the project team.

- Task Order Kick-Off Meeting – A virtual project kick-off meeting will be held to review project scope, schedule, key milestones as well. Consultant task leads will participate.
- Bi-Monthly Core Team Meetings – CONSULTANT will facilitate bi-monthly Core Team (2) meetings that will include the City, TDD Board and MoDOT. CONSULTANT will prepare and distribute meeting agendas prior to meeting and notes documenting decisions and

action items after meeting. Core Team meetings will be held in-person at City Hall, with key CONSULTANT staff attending in person and others remotely.

- Progress Update Webconferences – Consultant will participate in one progress meeting each month on Non-Core Team Meeting months, for a total of three (3) progress update web or teleconferences. Informal brief meeting notes will be prepared and stored in a shared location for participants to access.

Task 2 – Stakeholder Outreach

CONSULTANT will facilitate meetings with Phelps Health and Missouri S&T to discuss the Move Rolla Updated plan, inform traffic forecasts with future developments and to align goals of the study. Two meetings with each entity for a total of four (4) meetings is assumed. All meetings will be in person.

CONSULTANT will also facilitate five (5) other meetings with key stakeholders which may include emergency services, businesses or utilities.

Commuter Surveys will be conducted by the CONSULTANT at the Recreation Center and Havner Center to understand what mode of transportation visitors used to arrive as well as their pathways across Bishop Avenue. It is assumed surveys will be conducted for two days, for a total of 6 hours each day, days and periods of survey to be discussed with City. Additionally, surveys will be coordinated with Pi Kappa Alpha and engaging the Civil Engineering Department to have students fill out an online survey.

Task 3 – Safe Streets For All Safety Action Plan Grant Application

The Consultant will participate in one initial 1-hour workshop with the City of Rolla to review the SS4A grant program requirements and confirm the proposed approach for development of a Comprehensive Safety Action Plan as described in the grant application. This discussion will focus on identifying key safety priorities, reviewing known safety concerns, and defining the study area and emphasis corridors within the City. The outcome of this meeting will be agreement on the overall approach, study area, and planning elements to be included in the SS4A Action Plan application. After the initial workshop, bi-weekly 1-hour progress meetings will be held with the City's designated representatives to provide updates on the application, gather input, and review task assignments.

Based on the requirements contained in the SS4A Notice of Funding Opportunity (NOFO), the Consultant will develop a list of data and documentation needed to support the Action Plan application. The City will provide available data and existing documents, such as crash data, traffic volumes, prior studies, and any relevant local plans. Any additional data collection beyond readily available sources will be the responsibility of the City unless otherwise agreed.

The Consultant will assemble the grant application package, including development of the narrative (estimated 2 pages) in accordance with NOFO requirements and selection criteria. The narrative will focus on Rolla's safety needs, existing conditions, and the City's approach to developing a data-driven Comprehensive Safety Action Plan that identifies and prioritizes future safety improvements.

The Consultant will prepare a grant application cover graphic and up to two narrative graphics, including a study area map and planning process graphic. The Consultant will also assist the City in completion of the Self-Certification Eligibility Worksheet and Key Information Table, as required by the NOFO, and incorporate these into the application package.

The City will develop the budget based on the proposed planning scope and will coordinate collection of letters of support from project stakeholders.

The application package will contain the following:

1. Key Information Table
2. Narrative
 - a. Safety Context
 - b. Safety Impact
 - c. Underserved Communities
3. Budget Costs (as noted in the NOFO)
4. Appendices
 - a. Letters of Support
 - b. Other Supporting Documents (if needed)

The City will be responsible for registering on Valid Eval, obtaining a UEI number, and uploading the final grant application package to the grants.gov website. The City will also be responsible for completing the following forms as part of the application package:

- Application for Federal Assistance (SF-424)
- Assurances for Non-Construction Programs (SF-424B)
- Disclosure of Lobbying Activities (SF-LLL)

Deliverables:

- Pre-application eligibility review request
- Draft SS4A Planning Grant Application Package
- Final SS4A Planning Grant Application Package

Task 4 – Data Collection

- **Mainline Data Collection:** The CONSULTANT will place automatic traffic recorders at four (4) bidirectional “critical” locations within the study area. These locations will provide data that will most accurately represent the hourly fluctuations in traffic throughout the week for the corridors. The locations of the machine equipment will be selected by the CONSULTANT and approved by the maintaining agency. The counters will conduct 24-hour data collection for seven (7) consecutive days during a typical week. This data will also be summarized in an Excel spreadsheet for each count location and provided upon completion for the maintaining agency’s review and approval.
- **Intersection Turning Movement Data Collection:** The CONSULTANT will perform turning movement counts at each project intersection consisting of a typical weekday. Counts are to include pedestrian and bicycle counts. Such counts may be done using video analysis equipment, automatic traffic recorders (ATRs) or manual counts. A proposed schedule of count locations and times will be provided to the maintaining agency for review and approval prior to beginning work.

Turning movement counts will be collected at the following intersections for twelve (12) hours during a typical weekday. It should be noted that the traffic data will be collected using typical count procedures such as no work on days when precipitation falls, during days where a well-publicized threat of frozen precipitation has been forecast, on state-recognized holidays, nor during the times influenced by holidays. Turning movement counts will be collected in 15-minute increments and summarized hourly for each movement at every noted intersection.

Tim Bradley Way

Proj Int #	Route	Cross Street
1	Tim Bradley Way	I-44 WB Ramps
2	Tim Bradley Way	I-44 EB Ramps
3	Tim Bradley Way	13 th Street

Bishop Avenue

Proj Int #	Main St	Cross St
4	Bishop Avenue	Tim Bradley Way
5	Bishop Avenue	10 th Street
6	Bishop Avenue	Kingshighway

7	Bishop Avenue	US-72
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Kingshighway

Proj Int #	Main St	Cross St
8	Kingshighway	Bryant Drive
9	Kingshighway	Fairgrounds Road

US-72

Proj Int #	Main St	Cross St
10	US-72	Kingshighway
11	US-72	I-44 EB Ramps
12	US-72	I-44 WB Ramps

Westside Dr

Proj Int #	Main St	Cross St
13	Westside Dr	Old Wire Rd Connector
14	Westside Dr	Roundabout Connector

Nagogami Rd

Proj Int #	Main St	Cross St
15	Nagogami Road	Vista Drive

- Pedestrian Trail Crossing: The CONSULTANT will place video analysis equipment at regular intervals along Bishop Avenue from Tim Bradley Way to Kingshighway to collect pedestrian crossing activity for twelve (12) hours during a typical weekday. Video will be used to track non-vehicular crossings along Missouri Route 100. Visual images of these crossing tracks will be provided upon completion along with spreadsheets quantifying the volume of crossings.
- Summary of Data: The CONSULTANT will download the data from each count and summarize in an Excel spreadsheet. The Excel data will be organized in such a manner that is consistent with Synchro's UTDF format. All volume

records will be stored in one Excel worksheet for the entire project. Data to be provided upon completion for review and approval.

- Volume Development: The CONSULTANT will develop hourly and daily volumes for the project area using the traffic counts collected in this task. CONSULTANT will collect historic traffic growth along project corridors using MoDOT's statewide annual ADT map and the loaded network outputs for the base year and design year from the Regional Travel Demand Model (TDM), if available. The CONSULTANT will develop a growth rate based on a comparative assessment of historic growth trends and the TDM output. The growth rate will be used to develop future year (2046) volumes. A formal forecasting memorandum will not be required.

Task 5 – Existing Traffic & Safety Models

- Review of past studies (reference Phelps Health Master plan, Missouri S&T Master Plan, Move Rolla Transportation Strategy (2015), City of Rolla 2050 Comprehensive Plan, MoDOT Forward 44 Purpose and Need, and other relevant studies to inform study.
- Synchro Files: The CONSULTANT will develop Synchro files reflecting geometric improvements along each corridor. The CONSULTANT will then construct a default Synchro file for the corridor with the phasing, aerial background graphics, and basic existing timings. The CONSULTANT will construct a Synchro file for the AM and PM peak hour to represent “existing” timing conditions. These files will be considered a “base” for future task orders analyzing proposed concepts. Files will be created for the following time periods:
 1. 2026 Existing AM
 2. 2026 Existing PM
 3. 2046 Future No Build AM
 4. 2046 Future No Build PM
- Sidra Files: The CONSULTANT will develop Sidra files for the Bishop Avenue and Tim Bradley Way intersection using existing geometrics and collected volumes. These files will reflect the AM and PM peak hour to represent “existing” roundabout conditions. These files will be considered a “base” for future task orders analyzing proposed concepts. Files will be created for the following time periods:
 1. 2026 Existing AM
 2. 2026 Existing PM
 3. 2046 Future No Build AM
 4. 2046 Future No Build PM

- Safety Analysis: The CONSULTANT will analyze crashes along Bishop Avenue from Tim Bradley Way to US-72. The CONSULTANT will perform a comprehensive safety analysis for the corridor. Fatal, injury and property damage only crashes will be analyzed. The crash analysis will include analysis of corridor crash trends and patterns. The crash types and contributing circumstances will be described along with specific crash patterns. The CONSULTANT will compare existing crash rates to statewide averages from similar facilities if statewide crash averages are available from MoDOT. Specific attention will be paid to the safety performance of the roundabout at Tim Bradley Way and Bishop Avenue.

MoveRolla Task Order 1 - Data Collection, Stakeholder Engagement and SS4A Grant
Hour and Fee Estimate - HDR Engineering, Inc.

Attachment 2

Hours													
	Pothast	Deves	Aber/	Knight	McHenry	Roth	Jessica Allen / Aigh Williams	Shawn Lee	Sam- Mark	Emily Carrick	Renee		
	Principal Project Manager / Senior Technical Specialist III	Technical Specialist / Senior Project Manager II	Technical Specialist / Senior Project Manager I	Project / Design Manager V	Engineer / Architect / Designer VII	Engineer / Architect / Designer III	Engineering Support Staff III	Graphic Designer III	Engineer / Architect / Designer IV	Engineering Support Staff II	Engineering Support Staff III		Total Hrs
Billing Rate	375.00	350.00	300.00	265.00	225.00	155.00	150.00	210.00	170.00	130.00	150.00		

Task ID	Task Name	SUBTASK												Total Hrs
		Pothast	Deves	Aber/	Knight	McHenry	Roth	Jessica Allen / Aigh Williams	Shawn Lee	Sam- Mark	Emily Carrick	Renee		
1	Task 1 - Project Management & Administration	Project Management Plan	2.00									4.00		6.00
		Project Administration	10.00									5.00		15.00
		Project Communications												0.00
		Kick Off Meeting	4.00	4.00	1.00	4.00								13.00
		Core Team Meetings	6.00	8.00	2.00	6.00								26.00
		Update Webconferences	3.00	3.00	2.00	3.00								11.00
	Subtotal	27.00	15.00	5.00	15.00	0.00	0.00	0.00	0.00	0.00	0.00	9.00	71.00	
2	Task 2 - Stakeholder Outreach	Stakeholder Meetings (Phelps and S&T)	8.00	8.00	3.00	3.00								22.00
		Stakeholder Meetings (Other)	8.00	8.00	2.00									18.00
		Commuter Surveys												0.00
		Creation of Survey and Results				1.00			4.00					5.00
	Subtotal	16.00	16.00	5.00	4.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	45.00	
3	Task 3 - SS4A Action Plan Grant Application Package Development	Grant Preparation	1.00				6.00	32.00	8.00	2.00	2.00			51.00
													0.00	
														0.00
	Subtotal	1.00	0.00	0.00	0.00	6.00	0.00	32.00	8.00	2.00	2.00	0.00	51.00	
4	Data Collection	QC of Traffic Counts		2.00										2.00
		Volume Development		6.00				8.00			24.00			38.00
		Subtotal	0.00	8.00	0.00	0.00	0.00	8.00	0.00	0.00	24.00	0.00	0.00	48.00
5	Existing Traffic & Safety Models	Review of Past Studies		4.00										4.00
		Existing Synchro Files		6.00				32.00			16.00			54.00
		Existing Sidra Files		2.00				16.00			8.00			26.00
		Historical Safety Analysis		4.00				40.00		6.00	8.00			58.00
		Future No Build Synchro Files		3.00				16.00			8.00			27.00
		Future No Build Sidra Files		1.00				8.00			4.00			13.00
		Subtotal	0.00	20.00	0.00	0.00	0.00	112.00	0.00	6.00	44.00	0.00	0.00	182.00

GRAND TOTAL HOURS	44.00	59.00	10.00	19.00	6.00	120.00	36.00	14.00	70.00	2.00	9.00		389.00
GRAND TOTAL COST	\$ 16,500.00	\$ 20,650.00	\$ 3,000.00	\$ 5,035.00	\$ 1,350.00	\$ 18,600.00	\$ 5,400.00	\$ 2,940.00	\$ 11,900.00	\$ 260.00	\$ 1,350.00		\$ 86,985.00

Labor Costs **Subconsultants/Vendors** **Fee Estimate**

	Hours	Hourly Rate	Loaded Rate Dollars				
Principal Project Manager / Senior Technical Specialist III	44.00	375.00	\$ 16,500.00	Archer/Elgin		\$ 24,420.00	
Technical Specialist / Senior Project Manager II	59.00	350.00	\$ 20,650.00	All Traffic Data Services		\$ 25,500.00	
Technical Specialist / Senior Project Manager I	10.00	300.00	\$ 3,000.00	Total Subconsultants		\$ 49,920.00	
Project / Design Manager V	19.00	265.00	\$ 5,035.00	Estimated Direct Costs			
Engineer / Architect / Designer VII	6.00	225.00	\$ 1,350.00	Mileage	1540 miles	\$ 0.725	\$ 1,116.50
Engineer / Architect / Designer III	120.00	155.00	\$ 18,600.00				
Engineering Support Staff III	36.00	150.00	\$ 5,400.00				
Graphic Designer III	14.00	210.00	\$ 2,940.00				
Engineer / Architect / Designer IV	70.00	170.00	\$ 11,900.00				
Engineering Support Staff II	2.00	130.00	\$ 260.00				
Engineering Support Staff III	9.00	150.00	\$ 1,350.00				
Total	389.00		86,985.00	Total Direct Costs		1,116.50	

Labor Total	\$ 86,985.00
Dir Design Expenses (Dir Costs)	\$ 1,116.50
Subconsultants/Vendors	\$ 49,920.00
Total	\$ 138,021.50

HDR Engineering, Inc.

2026 Hourly Billing Rates

Effective through 12/31/2026

Professional & Technical Staff

Description	Billing Rate / Hour
Project Principal	\$400
Principal Project Manager / Senior Technical Specialist III	\$375
Principal Project Manager / Senior Technical Specialist I	\$350
Technical Specialist / Senior Project Manager II	\$325
Technical Specialist / Senior Project Manager I	\$300
Technical Specialist / Senior Project Manager	\$285
Project / Design Manager V	\$265
Project / Design Manager IV	\$245
Project / Design Manager III	\$220
Project / Design Manager II	\$195
Project / Design Manager I	\$175
Engineer / Architect / Designer X	\$275
Engineer / Architect / Designer IX	\$260
Engineer / Architect / Designer VIII	\$240
Engineer / Architect / Designer VII	\$225
Engineer / Architect / Designer VI	\$210
Engineer / Architect / Designer V	\$190
Engineer / Architect / Designer IV	\$170
Engineer / Architect / Designer III	\$155
Engineer / Architect / Designer II	\$140
Engineer / Architect / Designer I	\$130
CAD / BIM Manager	\$250
Model Manager II / CADD / BIM Manager I	\$225
Model Manager I / CADD / GIS Technician VII	\$200
CAD / GIS Technician VI	\$185
CAD / GIS Technician V	\$170
CAD / GIS Technician IV	\$155
CAD / GIS Technician III	\$140
CAD / GIS Technician II	\$120
CAD / GIS Technician I	\$100
Environmental / Water Quality Scientist / Modeler V	\$250
Environmental / Water Quality Scientist / Modeler IV	\$210
Environmental / Water Quality Scientist / Modeler III	\$180

HDR Engineering, Inc.

2026 Hourly Billing Rates

Effective through 12/31/2026

Professional & Technical Staff

Description	Billing Rate / Hour
Environmental / Water Quality Scientist / Modeler II	\$150
Environmental / Water Quality Scientist / Modeler I	\$120
Survey Manager	\$225
Construction Manager II	\$250
Construction Manager I	\$235
Survey Technician / Construction Inspector VI	\$215
Survey Technician / Construction Inspector V	\$180
Survey Technician / Construction Inspector IV	\$160
Survey Technician / Construction Inspector III	\$140
Survey Technician / Construction Inspector II	\$125
Survey Technician / Construction Inspector I	\$100
Public Involvement / Communications / Graphic Designer V	\$210
Public Involvement / Communications / Graphic Designer IV	\$175
Public Involvement / Communications / Graphic Designer III	\$150
Public Involvement / Communications / Graphic Designer II	\$135
Public Involvement / Communications / Graphic Designer I	\$125
Engineering Support Staff V	\$190
Engineering Support Staff IV	\$175
Engineering Support Staff III	\$150
Engineering Support Staff II	\$130
Engineering Support Staff I	\$110
Admin Assistant	\$95

ATTACHMENT 2

DESIGN ORGANIZATION REPORT

HDR - Move Rolla TDD - Task 1 & 2 Estimates

May 19, 2026



Task Description	Princ. Hr.	PE / Arch Hr.	Clerical Hr.	Expense \$	Extension & Total Cost
	\$ 180.00	\$ 175.00	\$ 65.00		
Task 1 - Project Management					
Project Management & Communications					
a. Initial scope meeting & project setup	2	2	1	\$ -	\$ 775.00
b. Task order kickoff meeting	4	4		\$ -	\$ 1,420.00
c. Bi-monthly core team meetings (2)	8	8		\$ -	\$ 2,840.00
d. Progress update webconferences (5)	5	15		\$ -	\$ 3,525.00
Subtotal	19	29	1	\$ -	\$ 8,560.00
Task 2 - Stakeholder Outreach					
Stakholder Meetings					
a. Phelps Health coordination and communications (2 total)	8	16		\$ -	\$ 4,240.00
b. Missouri S&T coordination and communications (2 total)	8	16		\$ -	\$ 4,240.00
c. Key stakeholders (AHJ's, businesses, utilities, etc.) (5 total)	5	20		\$ -	\$ 4,400.00
d. Commuter Surveys	1	16		\$ -	\$ 2,980.00
Subtotal	22	52	0	\$ -	\$ 15,860.00
Subtotal	0	0	0	\$ -	\$ -
TOTAL	41	81	1	0	\$ 24,420.00
				TOTAL	\$ 24,420.00



ALL TRAFFIC DATA SERVICES

**All Traffic Data Services, LLC
12200 West 52nd Avenue, Unit 4
Wheat Ridge, CO 80033**

303-216-2439 (tel)

Proposal

Submitted To: HDR

Date: 5/14/2026

Job Location: Rolla, MO

Job Description: Data Collection

We hereby propose to furnish all materials and perform all the labor necessary for the completion of the following:

Item#	Description	Quantity	Unit Price	Units	Total
100	TMC'S (11 Standard / 4 Roundabout) x 12hrs each	1.00	17,200.00		\$17,200.00
200	ADT's (4 7 days Bi-Directional	1.00	2,800.00		\$2,800.00
300	Ped AI Trail Counts (Approx 16 cameras to cover 2000') x 12hrs each	1.00	5,500.00		\$5,500.00

All material is guaranteed to be as specified, and the above work to be performed in accordance with the drawings and specifications submitted for above work and completed in a substantial workmanlike manner for the sum of:

\$25,500.00

Any alteration or deviation from above specifications involving extra costs, will be executed only upon written orders, and will become an extra charge over and above the estimate. Prices are good for 60 days.

Respectfully submitted: **ATD Services**

Acceptance of Proposal

The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified.

Signature: _____ Date: _____



CITY COUNCIL AGENDA

DEPARTMENT: Public Works

ACTION REQUESTED: Discussion

SUBJECT: Wastewater Facility Plan Grant

PREPARED BY: Darin Pryor

ATTACHMENTS: Engineering Report Executive Summary

(CASE/PROJECT #)

MEETING DATE: June 15, 2026

Overview: City staff has been reviewing grant opportunities for the possibility of providing sewer service to the East of the current service area. Discussion with council is needed.

Background information: Council approved a professional services agreement to prepare an engineering report to explore the alternatives to serve existing and future development east of the current wastewater service area. This report was funded with Legislative Priority Project ARPA funds and other local funds. This report summarizes the feasibility of providing sewer service to areas East of the current city limits and is exploring areas identified in the proposed comprehensive plan as possible areas of annexation. The executive summary is included in the packet.

Fiscal considerations: 100% grants are available for facility plans that regionalize sewer treatment. The resulting facility plan would provide the information needed to apply for design and construction grants at a future date.

Recommendation:

Staff is requesting direction from council on pursuing grant opportunities for a facility plan for areas outside the current wastewater service area to the East of Rolla.

EXECUTIVE SUMMARY

The Phelps County Public Water Supply District (PWSD) No. 2 presently owns and operates numerous wastewater treatment facilities east of the City of Rolla. These treatment facilities predominantly consist of recirculating sand filters which have limited capacity to nitrify, especially when exposed to cold temperatures. Furthermore, many of the facilities are at or exceeding their design capacity. The PWSD No. 2 has approached the City of Rolla regarding the potential for regionalization of the facilities with the Rolla Southeast WWTP, which presently has 1.705 MGD reserve capacity.

The City of Rolla desires to determine the feasibility of providing wastewater services to the area southeast of the Interstate 44 – Highway V Interchange. The first priority would be to evaluate the extension of the City’s wastewater collection system to connect/regionalize several small PWSD No. 2 owned WWTF’s. By virtue of this collection system expansion, several undeveloped properties within the PWSD boundary would have potential for City sewer service. Further, the City and its economic partners have identified numerous areas located southeast of the Interstate 44 – Highway V / Hy Point Industrial Drive interchange which have potential for future commercial and/or industrial development.

Non-degrading and degrading alternatives were assessed for each service area. Non-degrading alternatives include land application wastewater and regionalization with the Rolla Southeast WWTP. Degrading alternatives include the construction of expanded or new treatment systems to meet the State of Missouri water quality standards but ultimately reduce the assimilative capacity of the facility’s receiving stream.

Each development area was evaluated to identify potential improvements necessary to provide wastewater collection and treatment. Site soil conditions were investigated to ascertain the feasibility of onsite, non-discharging treatment. The development potential for each phase was also assessed to aide in the determination of probable wastewater production rates. Finally, improvement alternatives were conceived and assessed. A summary of findings for each development area is listed below.

Table ES-1 – Summary of PWSD No. 2 (Area I) and Development Site Evaluations

Description	Area I- PWSD No. 2 WWTFs	Area I-PWSD No. 2 Undeveloped Areas	Area II	Area III	Area IV
Site Soils	Restrictive ⁽¹⁾	Restrictive ⁽¹⁾	Restrictive ⁽²⁾	Restrictive ⁽²⁾	Restrictive ⁽²⁾
Developable Area, Acres	--	1,220	51.0	583.0	745.0
Wastewater Production					
-Average Daily Flow, GPD	150,358	233,996	12,291	140,406	179,617
-Peak Flow, GPM	384.0	574.0	36.0	360.8	451.00

(1) Non-discharging onsite treatment alternative implementation will be limited, with site specific evaluation required.

(2) Non-discharging onsite treatment alternatives are not feasible.

EXECUTIVE SUMMARY

Land application of wastewater generated by each PWSD No. 2 (Area I) treatment facility was assessed. The closest available land having potential suitability for wastewater treatment was identified. Costs associated with the purchase of land, construction of a storage basin and irrigation pump station, as well as development of center pivot sprinkler infrastructure were all considered in developing the opinion of probable project cost. Land application was considered for the Phase I, Phase II and Phase III developments; however, based on the assessment of in-situ soil conditions, it was quickly identified that land application of wastewater was not feasible.

Regionalization of the PWSD No. 2 Service area (Area 1) with the Rolla Southeast WWTP was considered. To facilitate regionalization, a regional pump station would be constructed southeast of the existing PWSD Summerfield Subd WWTF. This regional pump station would convey flows south and west to the Rolla Southeast WWTP for treatment. A new gravity sewer system would then be constructed to collect flow from the existing PWSD WWTPs to the regional pump station. A 3,000 FT, 10 IN SDR-35 PVC sewer main having 48-IN DIA manholes spaced at 300 FT intervals would be constructed north along the Dailey Branch watercourse to serve the Greenelefe, Country Club Terrace and Forrest Lakes WWTFs. A 20,481 FT, 8 IN SDR-35 PVC sewer main having 48-IN manholes spaced at 300 FT intervals would be constructed west and north along the Franz Branch water course to serve the Pines, College Hills East and College Hills North WWTFs. Each trunk main would be sized to accommodate flows from the facilities, in addition to providing capacity to accept future development that might occur adjacent and accessible to the sewer main alignment.

Numerous improvements were considered for Development Areas II, III and IV. Non-degrading, non-discharging land application of wastewater was considered and determined to be technically not feasible due to the observed site soil characteristics. Non-discharging alternatives (i.e. land application) were not considered feasible due to site soil restrictions. **Regionalization with the Rolla Southeast WWTP (MO-0050652) was considered as the only feasible non-degrading alternative.**

Table ES-2 – Alternatives Considered for Each Development Area

Description	Capital Cost	Notes
Non-degrading	Land Application	-Lagoon with center-pivot spray irrigation
	Regionalization	-Convey all wastewater to existing POTW in region
Degrading	Onsite Treatment	-Construct activated sludge or attached growth package plant at the site, discharge to a local waterbody / receiving stream.

EXECUTIVE SUMMARY

For the Development Area II site, the regionalization option consisted of the construction of a pump station and force main which would discharge to existing force main infrastructure located near the intersection of County Road 3060 and the Hy Point Industrial Drive. For the Area III and Area IV regionalization alternatives, pump stations would be constructed at each development site which would discharge to a regional gravity sewer alignment. The regional gravity sewer would convey all flow to the regional pump station and gravity sewer system established for PWSD No. 2 regionalization effort. The regional pump station peak flow capacity can be increased to accommodate the additional flow via the transition of the pump station from a duplex to quadruplex configuration.

Degrading alternatives were also considered for each the Development Area III and Area IV sites. The primary degrading alternative considered consisted of a discharge onsite prefabricated treatment system (attached or suspended growth). A summary of the anticipated project costs is provided below in Table ES-2.

Table ES-3 – Summary of Probable Project Costs for Improvement Alternatives

Alternative	Opinion of Probable Project Cost
PWSD No. 2 Land Application	\$11,560,822
PWSD Regionalization	\$11,600,400
PWSD No. 2 Degrading Alternative	To be assessed via future evaluation
Area II Land Application	--
Area II Regionalization	\$603,000
Area III and Area IV Land Application	--
Area III and Area IV Regionalization	\$6,005,600
Area III and Area IV Degrading Alternative	\$14,968,800

EXECUTIVE SUMMARY

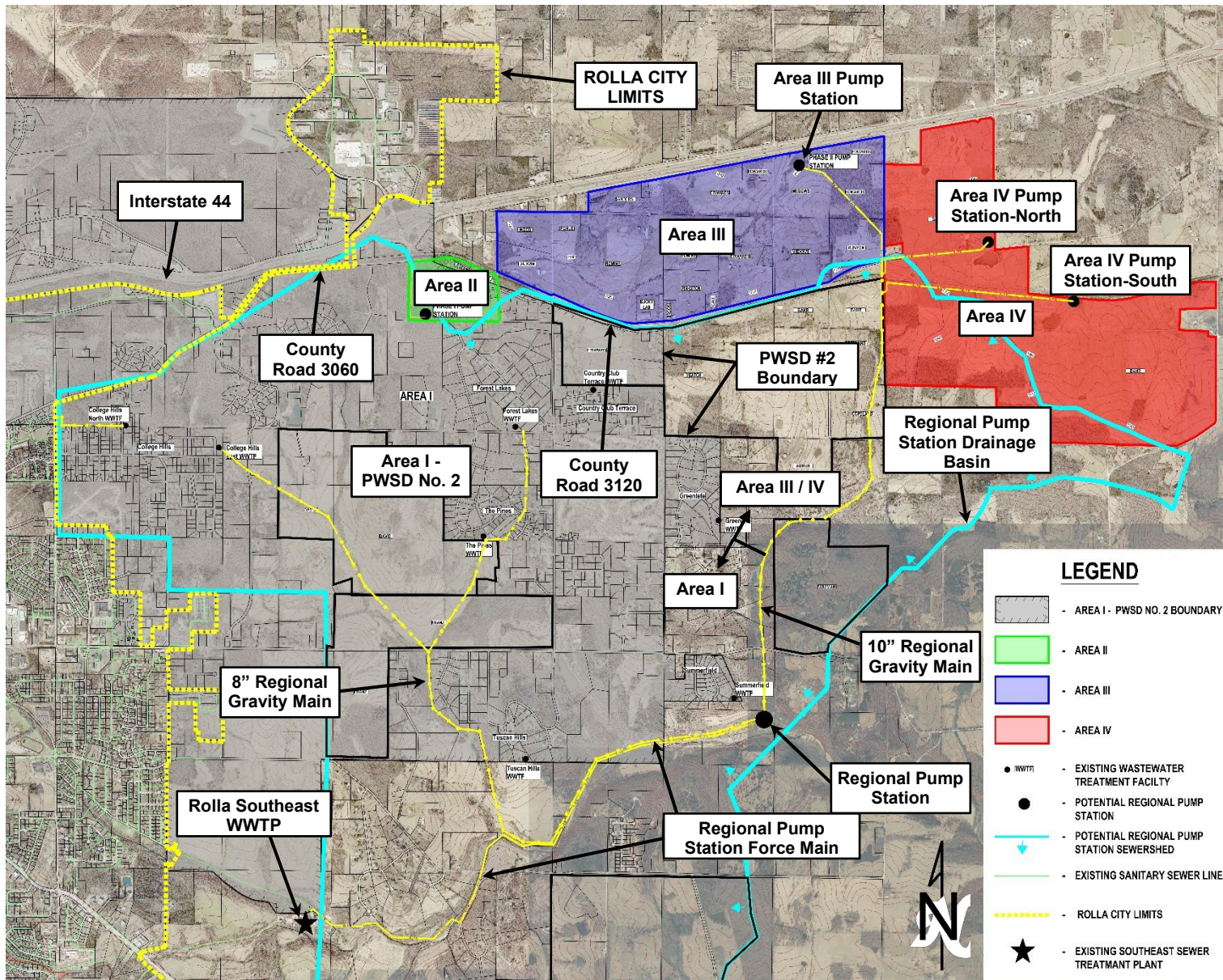


Figure ES-1 – Regionalization alternatives for the conveyance of Area I, II, III and IV wastewater to the Rolla Southeast WWTP.



**CITY OF ROLLA
CITY COUNCIL AGENDA**

DEPARTMENT: Community Development

ACTION REQUESTED: Resolution

SUBJECT: Resolution on Managed Deer Hunt/Urban Wildlife – Deer Population Control

PREPARED BY: Dawn Bell, Community Development Director

ATTACHMENTS: Resolution

(CASE/PROJECT #) N/A

MEETING DATE: June 15, 2026

Background: In the summer of 2024, City Council heard a presentation from Missouri Department of Conservation Staff pertaining to effective ways to humanely deal with a growing and somewhat problematic deer population in Rolla. It is difficult to conduct an actual count of deer in and through Rolla but DOC estimated it could be in the excess of 100 deer – somewhat indicative of the many vehicular deer accidents over the last several years.

On October 21, 2024, the City Council passed Resolution #2046 to allow a managed Deer Hunt program on five (5) City owned properties for an abbreviated season, lasting from November 27, 2024 – January 15, 2025. The rules and regulations adopted closely resembled those of other jurisdictions in Missouri that already have programs in place (Warrensburg, Columbia, Sunset Hills, Osage Beach and Chesterfield). The main goal of the program for the 2024-2025 hunting season was to see how a program such as this would function in Rolla. The goal over time is to ultimately reduce the herd in the City of Rolla. Based on data from the comparison cities, this will take a number of years to see a noticeable decrease.

On April 7, 2025, City Council passed Resolution #2062 to allow a managed Deer Hunt program for the 2025-2026 season.

Each season hunters attended classes that consisted of an educational powerpoint on the rules and regulations and time for Q&A.

In the first season, Five (5) deer were harvested, four (4) doe and one (1) buck. In last year's season twelve (12) deer were harvested, eleven (11) does and one (1) buck.

After the first season was complete, a survey was sent out to the hunters who provided an e-mail address. We received responses from nearly 30% of the surveys sent. Staff will use that data to tweak and enhance the program for the 2025-2026 season. The goal is to further develop the program and continue to collect data so we can see the long term impact.

Recommendation: Staff requests that the City Council pass a Resolution to make the deer hunting program a permanent program.

Resolution No. _____

A RESOLUTION APPROVING A MANAGED DEER HUNT PROGRAM FOR THE CITY OF ROLLA.

WHEREAS, management of urban deer is essential to maintaining the health of those populations, as well as maintaining biodiversity and protecting the vitality of natural ecosystems with the City, and

WHEREAS, overpopulation of deer within the City leads to hazardous interactions between deer and motorists, destruction of property by deer seeking food sources when naturally occurring ones have been over-utilized, and the threat of transmission of zoonotic diseases, all of which are public health and welfare concerns.

WHEREAS, the City Council approved a successful pilot program for the 2024/2025 season and an additional successful 2025/2026 season.

WHEREAS, the City Council has determined that approving this program is in the best interest of the City and its residents;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Rolla, as follows:

Section 1: That the City Council authorizes a managed deer hunt program allowing the city administrator or their designee to establish rules and regulations for the hunt, consistent with the 2024/2025 pilot program for the full Missouri archery season.

Section 2: This resolution shall become effective upon passage.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI, AND APPROVED BY THE MAYOR THIS 15th DAY OF JUNE 2026.

APPROVED:

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY COUNSELOR



CITY COUNCIL AGENDA

DEPARTMENT: Public Works

ACTION REQUESTED: Bid Award/Ordinance

SUBJECT: Project 618 – 2026 Asphalt Phase III

PREPARED BY: Darin Pryor

ATTACHMENTS: Contract

(CASE/PROJECT #) 618

MEETING DATE: June 15, 2026

Overview: City staff received bids for the 2026 Asphalt Phase III project. The bids were as follows:

Pierce Asphalt, LLC \$ 349,652.25
PO Box 696
Rolla, MO 65402

Capital Paving & Construction, LLC \$ 463,101.75
130 Scott Station Road
Jefferson City, MO 65109

This bid is for milling and overlaying the asphalt pavement of approximately ¼ miles of various city streets, 5 downtown parking lots, and the paving of the parking lot at the new animal shelter on Lions Club Drive.

Background information: The work included in this project is Phase III of the asphalt maintenance scheduled for FY26. Areas in this phase include: 16th Street, Vichy Road, parking and festival lots adjacent to City Hall, the downtown parking lot at 8th & Rolla Streets and the new animal shelter parking lot.

Fiscal considerations: The adopted FY 26 budget appropriated \$2.5M for asphalts project under Capital Expenditures - Asphalt. \$357,000 in uncommitted funds remain for this project.

Recommendation:

Staff is requesting a motion to award the bid to Pierce Asphalt, LLC, and the first reading of the ordinance authorizing the Mayor to enter into the contract with Pierce Asphalt, LLC for \$ 349,652.25.

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING THE MAYOR TO EXECUTE A CERTAIN AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI, AND PIERCE ASPHALT, LLC.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI, AS FOLLOWS:

Section 1: That the Mayor of the City of Rolla, Missouri be and is hereby authorized and directed to execute on behalf of the City of Rolla, Missouri an agreement between the City of Rolla and Pierce Asphalt, LLC, a copy of said agreement being attached hereto and marked Exhibit "A".

Section 2: This ordinance will be in full force and effect from and after the date of its passage and approval.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AND APPROVED BY THE MAYOR THIS 6TH DAY OF JULY 2026.

APPROVED:

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY COUNSELOR

EXHIBIT "A"

CONTRACT AGREEMENT

THIS AGREEMENT, made and entered into this _____ Day of _____ by and between the City of Rolla, Missouri, Party of the First Part and hereinafter called Owner, and
Pierce Asphalt, LLC Party of the second Part and hereinafter called the Contractor.

WITNESSETH:

THAT WHEREAS, the Owner has caused to be prepared, in accordance with law, specifications, plans, and other Contract Documents for the work herein described, and has approved and adopted said documents, and has caused to be published and advertised for and in connection with the construction of: **FY 2026 Asphalt Phase III, PROJECT 618**, in complete accord with the Contract Documents and the said plans and specifications; and

WHEREAS, the said Contractor, in response to such advertisement, has submitted to the Owner, in the manner and at the time specified, a sealed proposal in accordance with the terms of said advertisement; and

WHEREAS, the Owner, in the manner prescribed by law, has publicly opened, examined and canvassed the proposals submitted in response to the published invitation therefore, and as a result of such canvass has determined and declared the aforesaid Contractor to be lowest and best bidder for the said work and has duly awarded to the said Contractor a contract therefore, for the sum or sums named in the Contractor's proposal, a copy thereof being attached to and made a part of this contract.

NOW THEREFORE, in consideration of the compensation to be paid to the Contractor and of the mutual agreement herein contained, the parties to these presents have agreed and hereby agree, the Owner for itself and its successors, and the Contractor for itself, himself, or themselves, or its, his or their successors and assigns, or its, his, or their executors and administrators, as follows:

ARTICLE I. That the Contractor shall (a) furnish all tools, equipment, supplies, superintendent, transportation, and other construction accessories, services and facilities; (b) furnish all materials, supplies, and equipment specified and required to be incorporated in, and form a permanent part of the completed work except the items specified to be furnished by the Owner; (c) provide and perform all necessary labor, and (d) in a good, substantial, and workmanlike manner, and in accordance with the provisions of the General Conditions and the Special Conditions of the Contract, which are attached hereto and made a part hereof, and in conformity with the Contract Plans and Specifications designated and identified therein, execute, construct, and complete all work included in, and covered by the Owner's official award of this Contract to the said

Contractor, such award being based on the acceptance by the Owner of the Contractor's proposal, for the construction of **FY 2026 Asphalt Phase III, PROJECT 618**.

It is further stipulated that not less than the prevailing hourly rate of wages as found by the Department of Labor and Industrial Relations of the State of Missouri, or determined by the Court of Appeal shall be paid to all workers performing work under this Contract.

ARTICLE II. Contractor acknowledges that Section 285.530, R.S.Mo, prohibits any business entity or employer from knowingly employing, hiring for employment, or continuing to employ an unauthorized alien to perform work within the State of Missouri. Contractor therefore covenants that it is not knowingly in violation of Subsection 1 of Section 285.530, R.S.Mo, and that it will not knowingly employ, hire for employment, or continue to employ any unauthorized aliens to perform work on the Project, and that its employees are lawfully eligible to work in the United States.

ARTICLE III. Occupational Safety and Health Administration (OSHA)

Safety Training:

- a. Contractor shall provide a ten (10) hour Occupational Safety and Health Administration (OSHA) construction safety program for all employees who will be on-site at the project. The construction safety program shall include a course in construction safety and health that is approved by OSHA or a similar program approved by the Missouri Department of Labor and Industrial Relations which is at least as stringent as an approved OSHA program as required by Section 292.675, R.S.Mo.
- b. Contractor shall require its on-site employees to complete a construction safety program within sixty (60) days after the date work on the project commences.
- c. Contractor acknowledges and agrees that any of Contractor's employees found on the project site without the documentation of the successful completion of a construction safety program shall be required to produce such documentation within twenty (20) days, or will be subject to removal from the project.
- d. Contractor shall require all of its subcontractors to comply with the requirements of this Section and Section 292.675, R.S.Mo.

Notice of Penalties for Failure to Provide Safety Training

- a. Pursuant to Section 292.675, R.S.Mo, Contractor shall forfeit to City as a penalty two thousand five hundred dollars (\$2,500.00), plus one hundred dollars (\$100.00) for each on-site employee employed by Contractor or its Subcontractor, for each calendar day, or portion thereof, such on-site employee is employed without the construction safety training required in Safety Training section of Article III above.
- b. The penalty described in above subsection A of this section shall not begin to accrue until the time periods described in Sections B and C Safety Training of Article III above have elapsed.
- c. Violations of Article III – Safety Training above and imposition of the penalty described in this Section shall be investigated and determined by the Missouri Department of Labor and Industrial Relations.

ARTICLE IV. That the Contractor shall construct and complete the work designated and described in the foregoing proposal and attached specifications in accordance with the Notice to Bidders, Instruction to Bidders, Proposal, Bond, General Conditions, Special Conditions, Technical Specifications, Drawings, Addenda, and other component parts of the Contract Documents hereto attached, all of which documents from the Contract and are as fully a part hereto as if repeated verbatim herein.

ARTICLE V. That the Owner shall pay to the Contractor for the performance of the work described as follows: Complete construction of the improvements in accordance with plans and specifications; and the Contractor will accept as full compensation therefore, the sum (subject to adjustment as provided by the Contract) of \$ 349,652.25 for All work covered by and included in the contract award and designated in the foregoing Article I. Payment therefore shall be made in the manner provided in the General Conditions attached hereto.

ARTICLE VI. That the Contractor shall begin assembly of materials and equipment within ten (10) days after receipt from the Owner of executed copies of the Contract.

Liquidated Damages - Should the contractor fail to complete the work on or before the completion date specified the contractor will be charged liquidated damages in the amount of **\$500.00** per calendar day for each full calendar day that the work is not fully completed. Liquidated damages will not be charged for weekends and holidays.

ARTICLE VII. Before the final payment can be made to the Contractor on the project, the Contractor must complete and return the Affidavit Compliance with the Prevailing Wage Law form furnished at the end of the Special Conditions section.

ARTICLE VIII. Before the final payment can be made on the project to the Contractor, the Contractor must complete and return the Contractor's Affidavit Regarding Settlement of Claims form furnished at the end of the Special Conditions section.

ARTICLE IX. This Contract will not be binding and effective until confirmed by the Owner.

IN WITNESS-WHEREOF: The parties have executed this Contract as of the day and year first above written.

CITY OF ROLLA, MISSOURI

CONTRACTOR

BY _____
Mayor, Owner, Party of the First Part

BY _____

Printed Name

Printed Name/Title

STATE OF MISSOURI)
SS)
County of Phelps)

On this _____ day of _____ before me appeared _____ ,
to me personally known, who, being by me duly sworn, did say that he is the Mayor of
the City of Rolla, Missouri, a municipal corporation, and the seal affixed to said
instrument is the corporate seal of said municipal corporation and that said instrument is
the corporate seal of said municipal corporation and that said instrument was signed
under authority of the City Council of
of the City of Rolla, Missouri; and the said _____ Acknowledged
said instrument to be the free act and deed of said municipal corporation.

My commission expires: _____

Notary Public

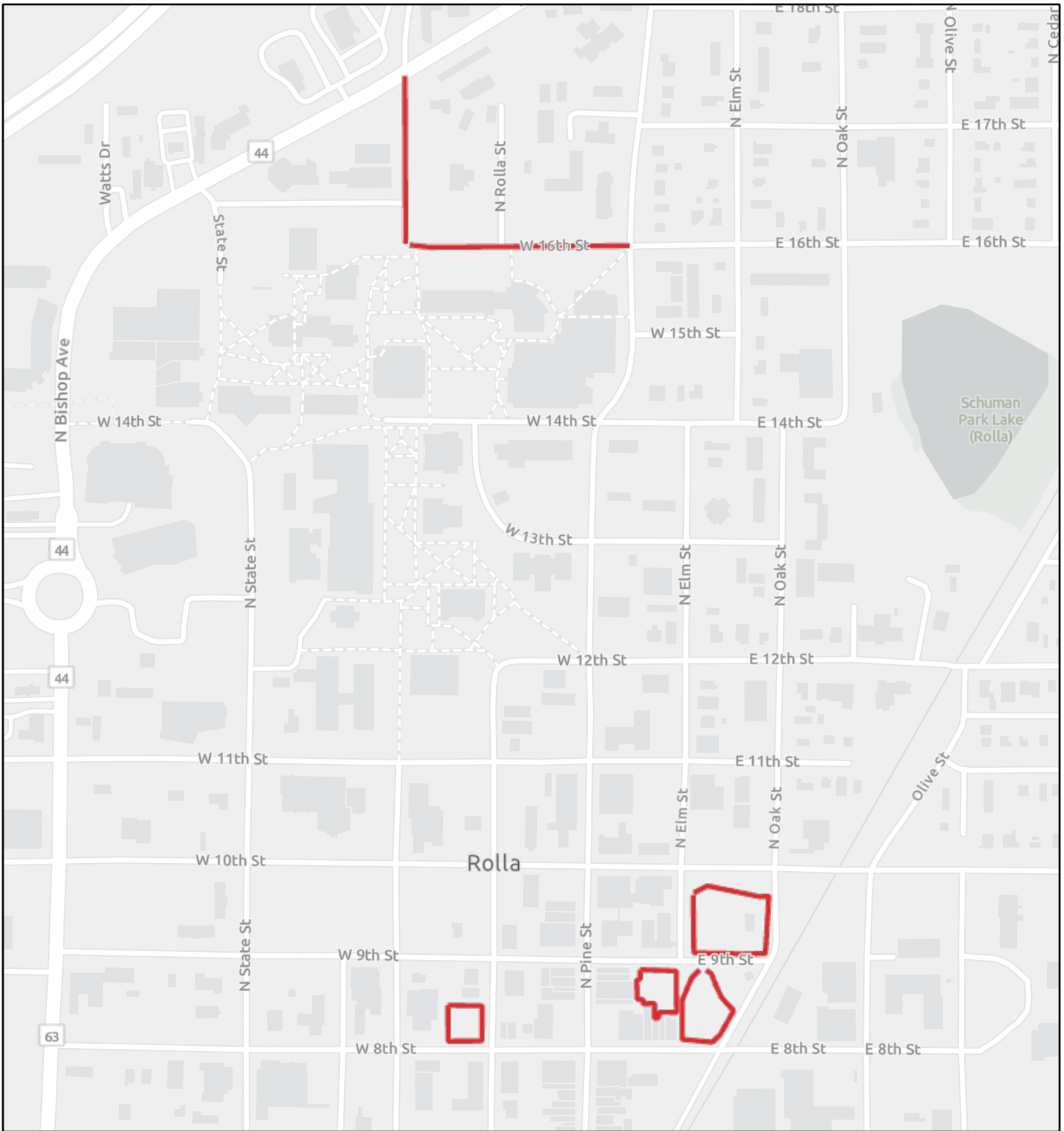
STATE OF MISSOURI)
SS)
County of Phelps)

On this _____ day of _____ before me appeared _____ ,
to me personally known, who, being by me duly sworn, did say that (s)he is the _____
of _____
and that the seal affixed to said instrument is the corporate seal of said corporation by
authority
of its board of directors; and the said _____ acknowledged said
instrument to be the free act and deed of said corporation.

My commission expires: _____

Notary Public

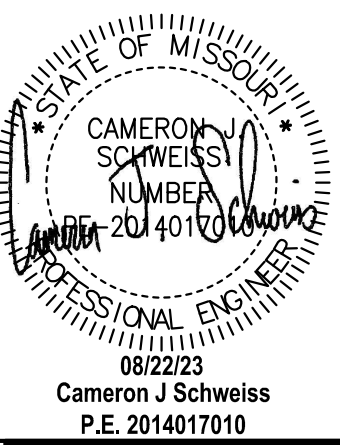
2026 Asphalt - Ph. III



5/20/2026



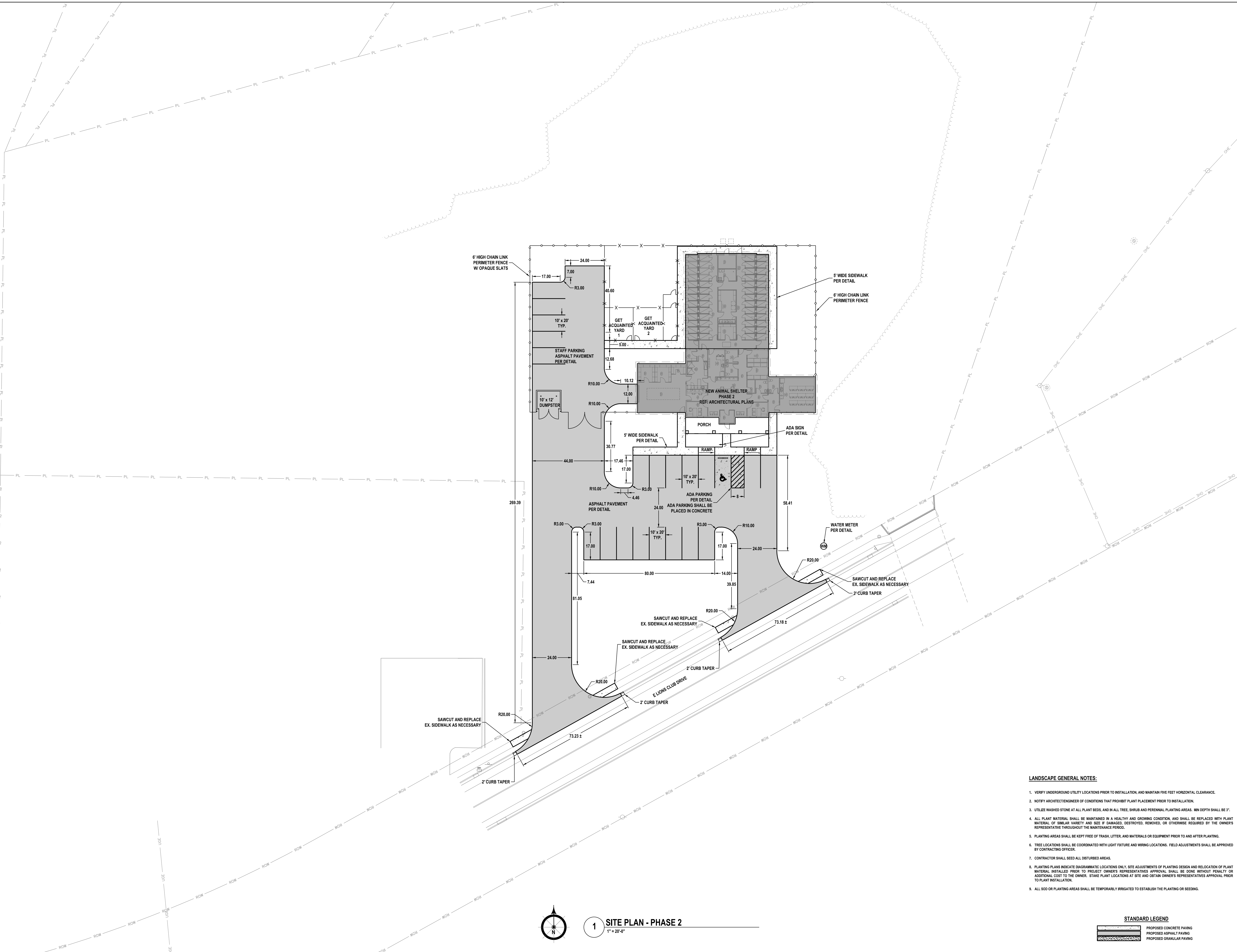
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING CHECK SCALE AND ADJUST ACCORDINGLY
 ONE INCH REVISIONS:



"Shelter Planners of America"
 1105 W. RANDOLPH HILL ROAD, SUITE 300, ARLINGTON, TEXAS 76012, PHONE (817) 265-5910
 WWW.SHETERPLANNERSOFAMERICA.COM

Client Name
NEW ANIMAL SHELTER FOR ROLLA-PHASE 2
 1651 E LIONS CLUB DRIVE, ROLLA, MO 65401

C200

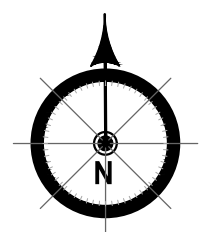


- LANDSCAPE GENERAL NOTES:**
1. VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO INSTALLATION, AND MAINTAIN FIVE FEET HORIZONTAL CLEARANCE.
 2. NOTIFY ARCHITECT/ENGINEER OF CONDITIONS THAT PROHIBIT PLANT PLACEMENT PRIOR TO INSTALLATION.
 3. UTILIZE WASHED STONE AT ALL PLANT BEDS, AND IN ALL TREE, SHRUB AND PERENNIAL PLANTING AREAS. MIN DEPTH SHALL BE 3".
 4. ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY AND GROWING CONDITION, AND SHALL BE REPLACED WITH PLANT MATERIAL OF SIMILAR VARIETY AND SIZE IF DAMAGED, DESTROYED, REMOVED, OR OTHERWISE REQUIRED BY THE OWNER'S REPRESENTATIVE THROUGHOUT THE MAINTENANCE PERIOD.
 5. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND MATERIALS OR EQUIPMENT PRIOR TO AND AFTER PLANTING.
 6. TREE LOCATIONS SHALL BE COORDINATED WITH LIGHT FIXTURE AND WIRING LOCATIONS. FIELD ADJUSTMENTS SHALL BE APPROVED BY CONTRACTING OFFICER.
 7. CONTRACTOR SHALL SEED ALL DISTURBED AREAS.
 8. PLANTING PLANS INDICATE DIAGRAMMATIC LOCATIONS ONLY. SITE ADJUSTMENTS OF PLANTING DESIGN AND RELOCATION OF PLANT MATERIAL INSTALLED PRIOR TO PROJECT OWNER'S REPRESENTATIVES APPROVAL SHALL BE DONE WITHOUT PENALTY OR ADDITIONAL COST TO THE OWNER. STAKE PLANT LOCATIONS AT SITE AND OBTAIN OWNER'S REPRESENTATIVES APPROVAL PRIOR TO PLANT INSTALLATION.
 9. ALL SOO OR PLANTING AREAS SHALL BE TEMPORARILY IRRIGATED TO ESTABLISH THE PLANTING OR SEEDING.

STANDARD LEGEND

	PROPOSED CONCRETE PAVING
	PROPOSED ASPHALT PAVING
	PROPOSED GRANULAR PAVING

1 SITE PLAN - PHASE 2
 1" = 20'-0"





CITY COUNCIL AGENDA

DEPARTMENT: Parks & Recreation

ACTION REQUESTED: Bid award

SUBJECT: Exercise Trail Stations

PREPARED BY: Floyd Jernigan

ATTACHMENTS: Station Photo

(CASE/PROJECT #) P11507056400.3

MEETING DATE: June 16, 2026

Overview: The following bids were received April 29 to replace 11 of the outdoor exercise stations. Twenty-four contractors were solicited. The pricing is for the equipment only. Staff will do the install. We expect to complete the project this fall. This is being paid for fully by the ARPA grant and as such, has been reviewed and approved by the grant coordinator.

Company	Model	Price
GameTime/Cunningham Recreation Fort Payne, Alabama	Exercise stations for sit up, high jump, step up, push up, log hop, balance beam, fitness overhead ladder, chin up, parallel bars, body curl	\$22,811
ParkScape Solutions Black, Mo.	Same	\$37,184

Background information: This is the part of the ARPA grant award. The project replaces a number of the out of date stations along the Ber Juan Park loop. These were originally bid in November 1990 and installed in spring of 1991. We have met the 50 percent match so all expenses for this are fully refundable.

Fiscal considerations: The adopted FY 26 budget appropriated \$564,450 for grant expense. To date, we have spent \$356,365.

Recommendation: Staff is asking the Council to approve the low bid made by GameTime.



Drew McCluskey

Planning & Zoning Commission Applicant

Drew McCluskey is a local Rolla resident and business owner of a real estate analysis software with experience in commercial syndication, market research, and residential rental property analysis. As co-founder of BrightInvestor, he works with real estate professionals nationwide to evaluate market trends, housing demand, and investment opportunities.

His background includes residential and commercial real estate investing, RV park management, business operations leadership in multiple companies, automation and technology development, and data analysis — providing a unique practical perspective on growth, land use, and economic development. Drew is committed to balanced, data-informed decision-making that considers property rights, infrastructure capacity, economic opportunity, and the long-term interests of the community.

Drew grew up just outside of Rolla and has now lived inside Rolla city limits since 2021. He received a bachelor's degree in business from Liberty University, with a focus on real estate and coursework in property law.

He looks forward to serving residents by helping guide responsible growth while preserving the character and quality of life that make the community a desirable place to live and work. He volunteers his time in local business consulting, cleanup of central Rolla litter, construction for local community theatre, and technology development across multiple local churches.

Drew is married to Caiti McCluskey, and together they have two daughters, ages 1 and 2, which they plan to raise in Rolla. This has strengthened their desire to pour into the continued growth and stewardship of the city.

Drew McCluskey - Statement of Interest

Planning & Zoning Commission Applicant

I would like to serve on the Planning & Zoning Commission because I care deeply about the future of Rolla and want to contribute my time and experience to the community. Through my work in real estate, business operations, and market analysis, I have developed an appreciation for how thoughtful planning can support growth while preserving the qualities that make a city a great place to live. As a resident raising a young family in Rolla, I have a personal interest in the city's long-term success and stewardship. I believe good planning requires balancing property rights, infrastructure, housing needs, and community character, and I would be honored to help provide that perspective in service to the city.

ELISSA JENNISON

CONTACT



(573) 467-0238



elissajennison@yahoo.com



Rolla, MO 65401

SKILLS

- Community service oriented
- Positive attitude
- Dependable and reliable
- Teamwork and collaboration
- Relationship building
- Strong work ethic

COMMUNITY SERVICE INVOLVEMENT

Rolla Area Chamber of Commerce

- Rolla Area Chamber of Commerce Board of Directors - 2015-2023
- Rolla Area Chamber of Commerce Board President - 2019
- Rolla Area Chamber of Commerce Ambassador - 2018 to present
- Circle of Influence Chair - 2022
- Member - Circle of Influence - 2022 to present
- Rolla Area Chamber of Commerce Ambassador Secretary - 2024 to present
- Member - Rolla Area Chamber of Commerce - 2012 to present

The Community Partnership

- The Community Partnership Board of Directors - 2019 to present
- The Community Partnership Board of Directors Chair - 2024 to 2025
- The Community Partnership Finance Committee - 2019 to Present
- The Community Partnership Finance Committee Chair - 2022 & 2023
- The Community Partnership Development Committee - 2024 to present

Cancer Gala & Co

- Cancer Gala Event Committee - 2014 to present
- Cancer Gala Board of Directors - 2021 to present
- Cancer Gala Board Secretary - 2024 to present

Rotary of Rolla

- Rotary Breakfast Club of Rolla - 2017 to 2022

Rolla Downtown Business Association

- Member of Rolla Downtown Business Association - 2012 to present

AWARDS

- Spirit of Rolla Award - January 2024
- Entrepreneurial Spirit Award - January 2016

EXPERIENCE

January 2012 - Present

Owner/Operator

Elissa's @ Benton Square, Benton Square Salon & Spa, Elissa's @ Rolla South, Performance Auto Group, Rolla, MO

- Managed aspects of the daily operations including personnel, inventory control, budgeting, pricing.
- Provided friendly and engaging customer service to internal and external customers.

- Developed and maintained relationships with clients, suppliers, and subcontractors to ensure successful completion of projects.
- Managed contracts with vendors to ensure a cost-effective supply chain.

REFERENCES

Jennifer Yarbrough — Rolla Public Schools

Teacher Friend & Cancer Gala Member

(573) 578-4580

jyarbrough78@gamil.com

Denny Labantschnig — Denny Ford Lincoln Mercury

Rolla Ambassador Fellow Ambassador

(314) 330-5555

dennythecarguy@hotmail.com

Jean Darnell — The Community Partnership

Executive Director At Community Partnership Director Of TCP Board

(573) 201-6729

jean.darnell@thecommunitypartnership.org

Lonna Sowers — Rolla Downtown Business Association

Director Of Rolla Downtown Business Association Fellow Committee Member

(573) 466-0369

lonnasowers@gmail.com

ROLLA CHAMBER OF COMMERCE

FREEDOM PARADE

250
Years!

JULY 4

10 AM
PINE ST.

Rolla, MO



ENTER PARADE

presented by



Matt Smith
Real Estate Group
exp

