

TERM OF COMMISSION: September Session of the August Adjourned Term

PLACE OF MEETING: Boone County Government Center Commission Chambers

PRESENT WERE: Presiding Commissioner Don Stamper
District I Commissioner Karen M. Miller
District II Commissioner Linda Vogt
Deputy County Clerk Michelle R. Malaby

The public hearing was called to order at 6:05 p.m.

Commissioner Stamper stated the purpose of this hearing is to receive input on a proposed policy adjustment for right-of-way acquisition for road construction projects.

A copy of the proposal prepared by Acting Public Works Director Frank Abart was available.

Mr. Abart stated the county committed to paving fifty miles of road in five years. He divided the roads into two categories: roads which require significant design and engineering work to improve and roads which do not. The objective is to accelerate the paving program. When possible easements will be accepted in lieu of dedicated right-of-way. When possible the easement would be for the area between fences rather than the 66 foot distance previously required. The proposal should allow roads to be completed, providing sufficient drainage and eliminating safety problems with minimal impact on utilities and landowners. This approach cannot be taken with all roads. The key to the approach is flexibility.

Bruce Florea, 4316 S. Coats Lane, referring to a public hearing on subdivision regulations, criticized the way the commission conducts public hearings.

Mr. Florea stated it is unrealistic to expect landowners to give right-of-way for paving development. He is disturbed the paving schedule is based on a willingness to dedicate right-of-way or provide an easement. People who supported the sales tax for road improvements realized the commission did not have a firm plan, but trusted them to put it together as it proceeded. If the county condemns right-of-way for a road project--compensating the landowner--then everyone who dedicates right-of-way deserves to be compensated. There was a proposal before the Long Range Planning Committee which has merit. It consisted of having urban service areas around cities where road and housing requirements would be stricter than in rural areas. Arbitrarily requiring 66 feet of right-of-way is too strict.

Mr. Florea stated there is a road near his home which squeezes between two poles which are 29 feet apart. The road was supposed to go around the poles. Down the road at School House Road there are city water valves right at the edge of the road. Both situations are safety hazards. Such problems should be taken care of before the county expects landowners to dedicate right-of-way.

Mr. Florea stated he strongly opposes Mr. Abart's proposal to use maintenance personnel to pave roads. In supporting the program, he realized he would receive no direct benefit, but would benefit from maintenance personnel not having to spend their time grading and maintaining the fifty miles of road which were paved. Maintenance personnel were diverted from their normal duties to pave a portion of Vawter School Road. He is embarrassed by the condition of the road every time he drives down it.

Mr. Florea stated he has seen no action on safety projects included the improvement program.

Debbie Harmon, Englewood Road, stated she speaks for several residents on the road. They would like the commission to come to the area to meet with residents. Many residents do not want the road paved. They like the area as it is.

Harold Mauller, W. Mauller Road, asked that they be treated fairly, just as everyone else is. The county paved east Mauller Road from Wade School Road to Highway VV without obtaining a single easement. The county paved and trimmed all the brush on Wade School Road, but stopped at the end of the road. It makes their road look bad. The county should not insist 66 feet of right-

of-way be dedicated if it does not require the same amount of right-of-way on other roads. The county paved Creasy Springs Road, a narrow road with blind curves, without requiring right-of-way.

Mr. Mauller stated the county placed soybean oil on Mauller Road which did a great job controlling dust. Shortly afterward, the county tore up the road, right after a south wind began blowing. Three times since then, right after a south wind began blowing, they did the same thing. On Monday, the county came, right after a south wind began blowing, with a load of dust from the quarry and dumped it in front of his house. Why should he have to breathe that dust? The county placed a black coating on a half mile of Fenton Road to control dust for people on the north side of the road.

David Horner, 1904 Tremont Court, stated his farm is east of Columbia on New Haven Road. Mr. Horner asked Mr. Abart for clarification of the proposed road width.

After Mr. Abart clarified proposed road widths, Mr. Horner stated it sounds like the proposed policy will work on his road. He appreciated the fact that he would not have to rebuild his fence. He finds no objection to the proposal based on his brief review.

At the request of Commissioner Stamper, Mr. Abart clarified issues raised. In regard to the comment about urban service areas, the county lowered road width requirements outside urban service areas. In regard to the comment about the brace poles at McBaine, Mr. Abart stated he concurs with the assessment that the road was to go around the poles rather than through them. Apparently the adjacent landowner did not want the road on the north side of the poles. Mr. Abart stated he was not aware of the problem with the City of Columbia’s water valves, but will look into it. Mr. Abart stated normally he would agree with Mr. Florea’s opposition to using maintenance operations personnel. However, roads were selected which will require minimal changes, such as relocating a ditch, a task which maintenance crews normally perform.

In response to a question from Mr. Florea, Mr. Abart replied one safety project--Hickory Grove School Road--is scheduled for this year. Rain has delayed the project twice.

Commissioner Stamper stated this policy recommendation stems from citizen comments and complaints. They will continue to require 66 feet of right-of-way where necessary. Roads need to be addressed individually. The new policy will allow maintenance crews to prepare roads for paving, hopefully during Winter. The asphalt application will be bid in the future. Design personnel can concentrate on roads with greater problems. Concerns expressed regarding specific roads have been noted. The best way to remove Englewood Road from the list of roads to be paved would be to petition the Commission to remove the road. The commission would then evaluate the project based upon the desire of residents and overall good for the community. The commission regrets the program has not progressed as plan. The proposed changes are an attempt to accelerate the program.

Commissioner Vogt stated everyone agreed to improve roads everyone owns. Property owners on the roads are in a position to enhance their property through the expenditure of public funds contributed by 112,000 people.

The meeting adjourned at 6:45 p.m.

Attest:

Don Stamper
Presiding Commissioner

Wendy S. Noren
Clerk of the County Commission

Karen M. Miller
District I Commissioner

Linda Vogt
District II Commissioner