

TERM OF COMMISSION: February Session of the January Adjourned Term

PLACE OF MEETING: Roger B. Wilson Boone County Government Center  
Chambers

PRESENT WERE: Presiding Commissioner Dan Atwill  
District II Commissioner Janet Thompson  
Director Resource Management Stan Shawver  
Deputy County Clerk Michelle Thompson

The meeting was called to order at 1:30 p.m.

### **Resource Management**

- 1. Second Reading; Development Agreement: Clear Creek Estates, JQB Construction, Inc. (1<sup>st</sup> read 2-25-20)**

Stan Shawver said the only information he wanted to add on this item is that it is being done in conjunction with the Subdivision Regulations as the County has previously done with subdivisions such as Nursey Heights. It is the same regulations, and this is not the first time the County has done this type of agreement.

There were no comments or questions from the Commission.

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby approve the attached Clear Creek Estates Development Agreement between Boone County and JQB Construction, Inc., in accordance with Section 1.7.5 of the Boone County Subdivision Regulations.

Terms of the agreement are stipulated in the attached Agreement. It is further ordered the Presiding Commissioner is hereby authorized to sign said Development Agreement.

Commissioner Atwill seconded the motion.

The motion carried 2 to 0. **Order #95-2020**

**2. Plat Acceptance: Clear Creek Estates Plat No. 1. S1-T47N-R13W. A-2. JQB Construction, Inc., owner. David T. Butcher, surveyor.**

Stan Shawver said this plat was approved by the Planning & Zoning Commission on June 20, 2019 and it is ready to be received and accepted by the Commission.

There were no comments or questions from the Commission.

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby receive and accept the following subdivision plat and authorizes the Presiding Commissioner to sign it:

- Clear Creek Estates Plat No. 1. S1-T47N-R13W. A-2. JQB Construction, Inc., owner. David T. Butcher, surveyor.

Commissioner Atwill seconded the motion.

The motion carried 2 to 0. **Order #96-2020**

**3. First & Second Reading; Recommendation for roadway maintenance acceptance of roads within the Clear Creek Estates Plat No. 1 Subdivision plat**

Stan Shawver explained this was the recommendation to accept roadway maintenance for the streets within the Clear Creek Estate Plat that was just accepted.

There were no comments or questions from the Commission.

Commissioner Atwill moved now on this day, the County Commission of the County of Boone does hereby accept the attached recommendation for roadway maintenance within Clear Creek Estates Plat No. 1.

Commissioner Thompson seconded the motion.

The motion carried 2 to 0. **Order #97-2020**

**4. First & Second Reading; Approve Joint Storm Water Management Plan**

Stan Shawver explained that this is a 5-year permit plan with the State. Shawver apologized for the item coming for a first and second reading at the same time. The parameters of the plan were all being prepared by the University, so it was a bit rushed by the time it got to the County.

There were no comments or questions from the Commission.

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby approve the Joint Storm Water Management Plan and authorizes the Presiding Commissioner to sign Form L – Application for Co-Permittee Small MS4 General Permit and Form M – Application for Storm Water Permit.

Commissioner Atwill seconded the motion.

The motion carried 2 to 0. **Order #98-2020**

**Purchasing**

- 5. Second Reading; Contract Amendment One: Contract 125-043017SS – Furnishing and Delivery of Watershed Monitoring Equipment (Single Feasible Source) (1<sup>st</sup> read 2-25-20)**

Commissioner Atwill moved now on this day, the County Commission of the County of Boone does hereby approve the attached Contract Amendment Number One to Contract 125-043017SS – Furnishing and Delivery of Watershed Monitoring Equipment (Single Feasible Source).

Terms of the amendment are stipulated in the attached Amendment. It is further ordered the Presiding Commissioner is hereby authorized to sign said Contract Amendment Number One.

Commissioner Thompson seconded the motion.

The motion carried 2 to 0. **Order #99-2020**

**6. Second Reading; Surplus Copiers for Amendment Two to AEPA-017-B – Copier with Maintenance for Resource Management and Road & Bridge (1<sup>st</sup> read 2-25-20)**

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby approve the request by the Purchasing Department to dispose of one (1) Ricoh Aficio MP C4501 copier, fixed asset tag 18031 and one (1) Kyocera Taskalfa 4500CI copier, fixed asset tag 18502 by trade.

It is further ordered the Presiding Commissioner is hereby authorized to sign said Request for Disposal Forms.

Commissioner Atwill seconded the motion.

The motion carried 2 to 0. **Order #100-2020**

**County Counselor**

- 7. Second Reading; Acknowledgment of receipt of the Chapter 100 Compliance Report from Aurora Organic Dairy (1<sup>st</sup> read 2-25-20)**

Commissioner Atwill moved now on this day, the County Commission of the County of Boone does hereby acknowledge receipt of the attached Chapter 100 Compliance Report from Aurora Organic Dairy for the period ending September 30, 2019.

Commissioner Thompson seconded the motion.

The motion carried 2 to 0. **Order #101-2020**

**Health Department**

- 8. Second Reading; Animal Control Cooperative Agreement: City of Columbia (1<sup>st</sup> read 2-25-20)**

Commissioner Thompson moved now on this day, the County Commission of the County of Boone does hereby approve the attached Animal Control Services Cooperative Agreement between Boone County and the City of Columbia.

Terms of the agreement are stipulated in the attached Agreement. It is further ordered the Presiding Commissioner is hereby authorized to sign said Agreement.

Commissioner Atwill seconded the motion.

The motion carried 2 to 0. **Order #102-2020**

**9. Second Reading; Public Health Services Cooperative Agreement: City of Columbia  
(1<sup>st</sup> read 2-25-20)**

Commissioner Atwill moved now on this day, the County Commission of the County of Boone does hereby approve the attached Public Health Services Cooperative Agreement Between Boone County and the City of Columbia.

Terms of the agreement are stipulated in the attached Agreement. It is further ordered the Presiding Commissioner is hereby authorized to sign said Agreement.

Commissioner Thompson seconded the motion.

The motion carried 2 to 0. **Order #103-2020**

**Road & Bridge**

**10. 2019 Annual Report**

The 2019 Annual Report for the Road & Bridge Department is included at the end of these minutes.

**Commission**

**11. Public Comment**

None

**12. Commission Reports**

Commissioner Thompson said this morning she went to William Woods University and spoke to a class in the Equestrian Sciences Department about land use regulation. Many of the students are going into communities across the country and having to fit themselves into

areas that are often urbanizing rapidly and trying to figure out what that looks like and what they need to know about for that business. One of the things Commissioner Thompson mentioned was that whether or not the county has land use regulations, it would be wise to become familiar with the Commission Office in that county because they will be the ones that can help them navigate and told them that the problems this county has seen is a lack of communication whether it be with the government or the neighbors or even both. Establishing relationships before something happens will increase their chances of being successful.

The meeting adjourned at 1:40 p.m.

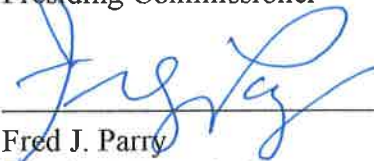
Attest:



Brianna L. Lennon  
Clerk of the County Commission



Daniel K. Atwill  
Presiding Commissioner



Fred J. Parry  
District I Commissioner



Janet M. Thompson  
District II Commissioner

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# Boone County Road & Bridge 2019 Annual Report



Road & Bridge Mission

*"To Serve with Excellence and Integrity"*

Presented to Boone County Commission

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## A Message from the Director

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# Boone County Road & Bridge

**Gregory P. Edington**  
Director  
Maintenance Operations Division



5551 South Tom Bass Road  
Columbia, Missouri 65201-9711  
(573) 449-8515 ext. 226  
FAX (573) 875-1602  
E-MAIL: [gedington@boonecountymmo.org](mailto:gedington@boonecountymmo.org)  
<http://www.Showmeboone.com>

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Boone County Commission  
Roger B. Wilson Boone County Government Center  
801 E Walnut  
Columbia, Missouri 65201

To: Daniel K. Atwill, Presiding Commissioner  
Fred J. Parry, District I Commissioner  
Janet M. Thompson, District II Commissioner

The Boone County Road & Bridge Department is pleased to present our Annual Report, which highlights major activities and accomplishments for fiscal year 2019. Our mission is to maintain and improve the County's 771 mile transportation network. We appreciate your support, especially that of our liaison, Presiding Commissioner, Dan Atwill.

2019 was a year of weather extremes that prompted the Department to react to flooding, frequent snowfall, and freezing and thawing of gravel roadways. Flooding along the Missouri River from Rocheport to Hartsburg qualified for FEMA funding. All but one project is complete as we head into the new year. It is anticipated that all flood projects will be completed by the second quarter of 2020. Boone County experienced record snowfall for the month of January, including a 16.9" snow spanning several days that started on January 11<sup>th</sup>. The integrity of our gravel roads was compromised by excessive moisture throughout the winter, and frequent freeze and thaw cycles. Additional funding was needed for rock purchases to mitigate the damage.

Our employees had a stellar year in reacting to emergency situations and accomplishing all major maintenance tasks that were included in the yearly work plan. During the year we hired Six (6) new employees, and we also said goodbye to seven (7) employees including Roland Wren, who retired after 42 years with the Department. We appreciate the dedication of all of our employees and look forward to continuing to provide excellent roadways and bridges for the citizens of Boone County.

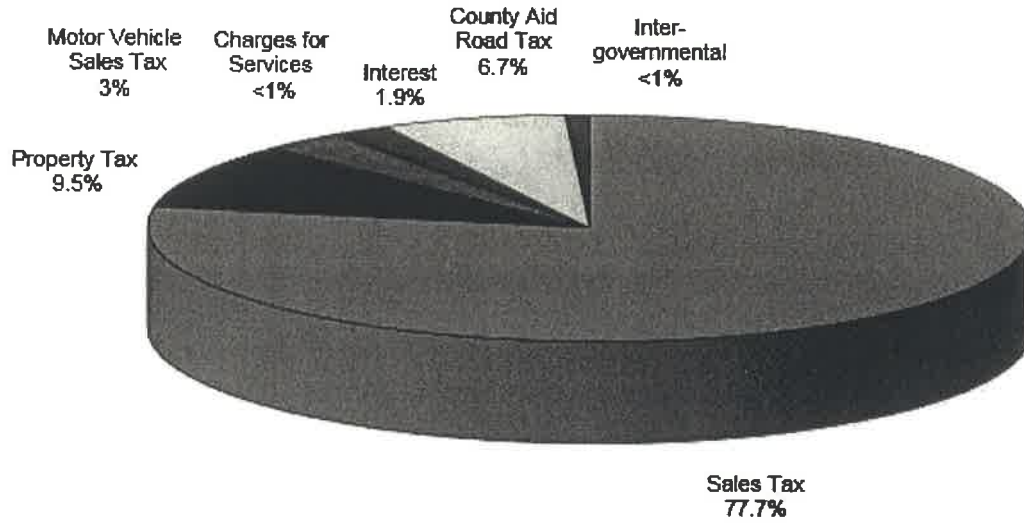
Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Greg Edington".

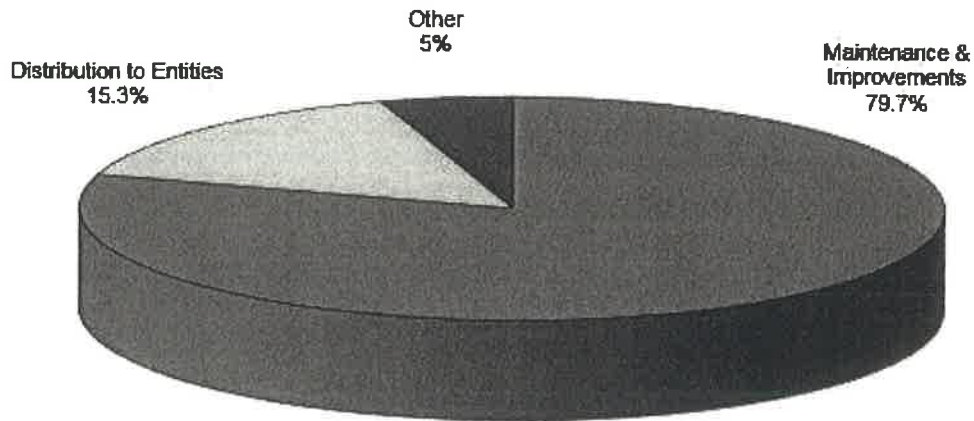
Greg Edington, Director

# Revenue and Expenses

### Where The Money Comes From - Total Revenues Road & Bridge Fund



### What The Money Is Used For - Total Expenditures Road & Bridge Fund

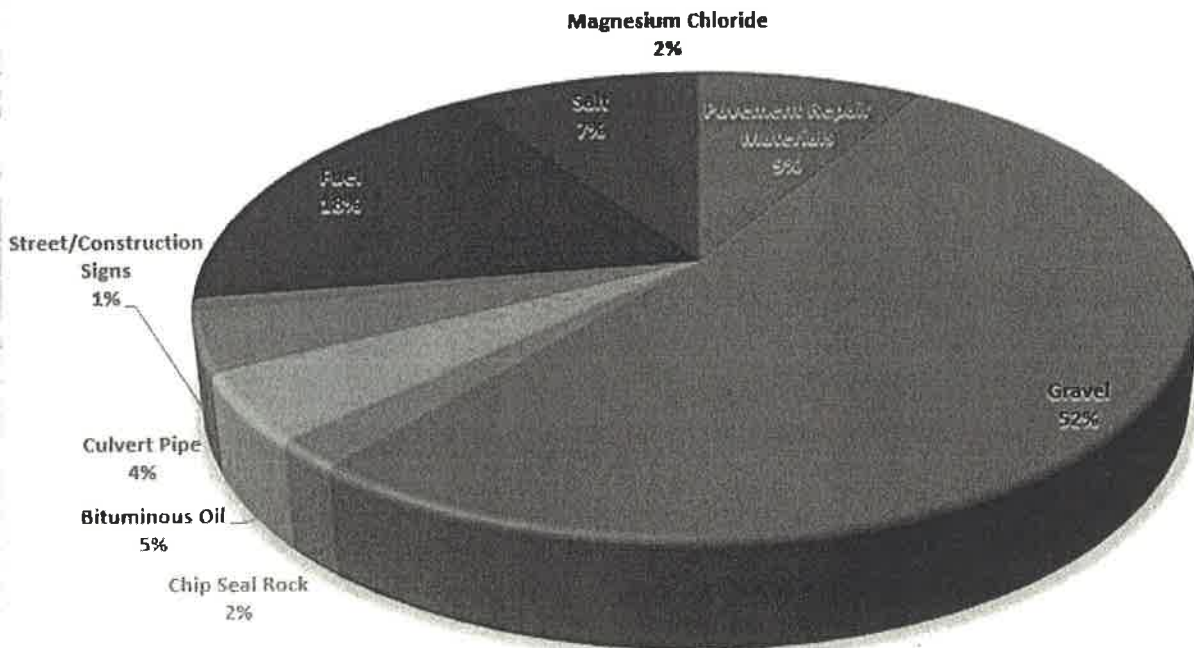


## Major Expenses

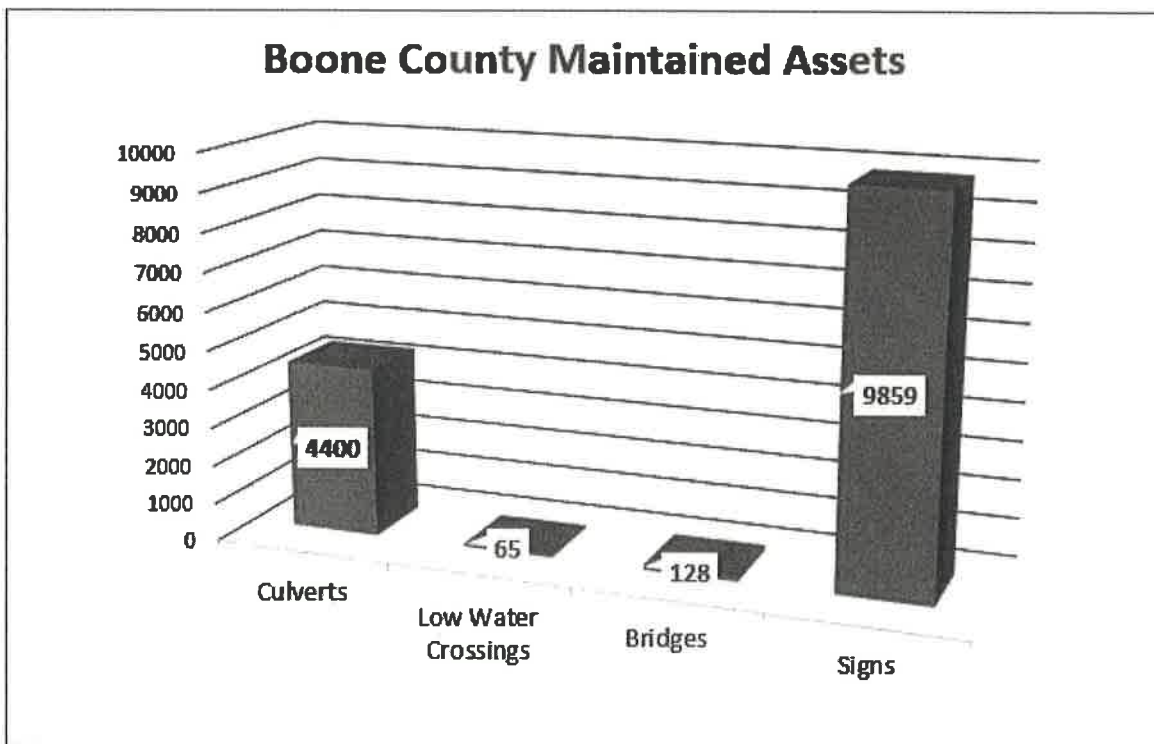
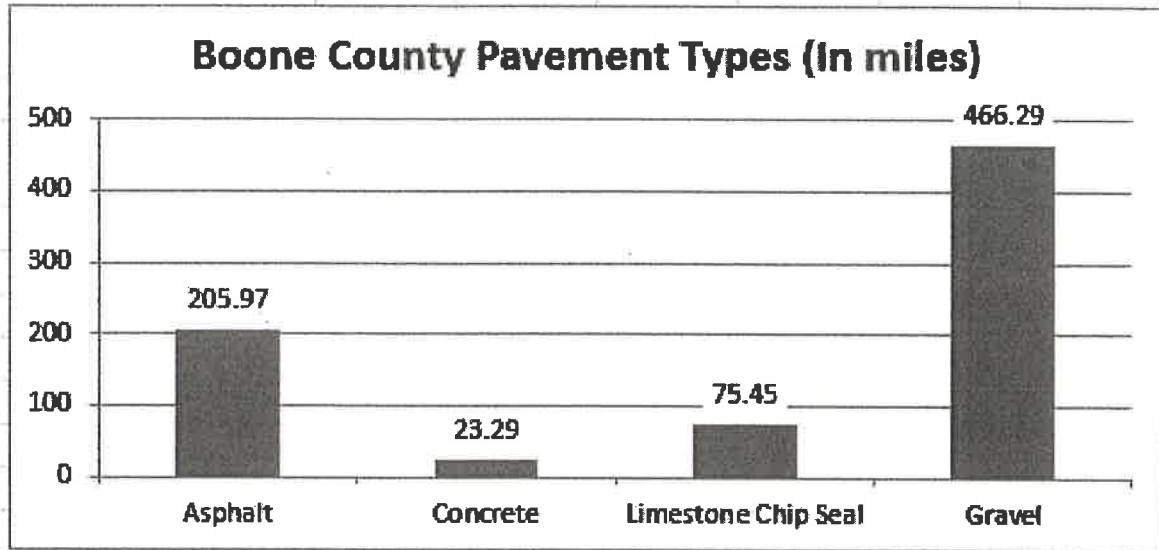
The materials listed below comprise the staples of the day-to-day operation of the Road and Bridge department. The dollar figures listed are the actual amounts expended through December 2019.

Pavement Repair Materials	\$218,296
Gravel	\$1,306,731
Chip Seal Rock	\$48,062
Bituminous Oil	\$119,991
Culvert Pipe	\$105,063
Street/Construction Signs	\$19,028
Fuel	\$450,413
Salt	\$187,500
Magnesium Chloride	\$44,348

### BASIC MATERIAL EXPENSES



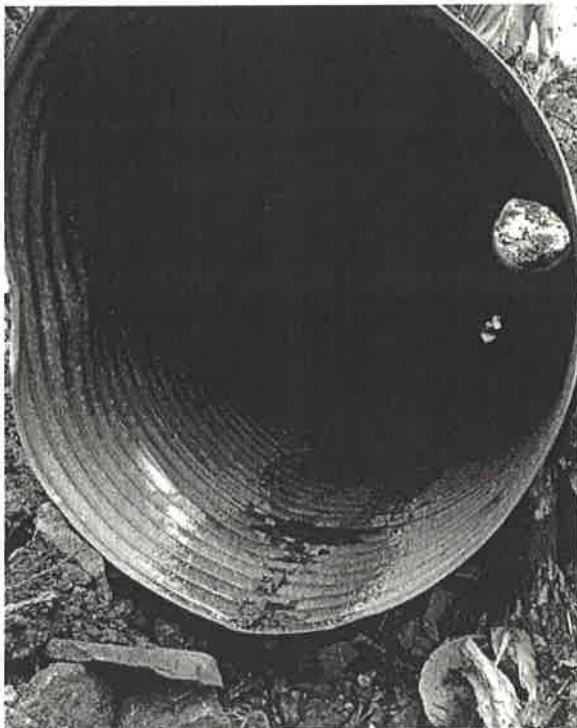
## Asset Overview



## Culverts

Culverts improve drainage on and around the road, therefore improving the road's structural integrity and useful life. There is an ongoing collaborative effort between Boone County Road & Bridge and the Resource Management Engineering department, targeting locations for major drainage repairs and improvements. Culverts are regularly inspected and rated in order to prioritize work to be done.

In 2019 BCRB added or replaced 170 culverts. There are currently over 4,400 culverts in our maintenance inventory.



**Crossroad:** drainage of ditches at the roadside, and to pass water under a road at natural drainage and stream crossings.

**Storm Water:** buried pipe or conduit that conveys storm drainage, also includes, curb & gutter, grate & curb inlets, and culverts.

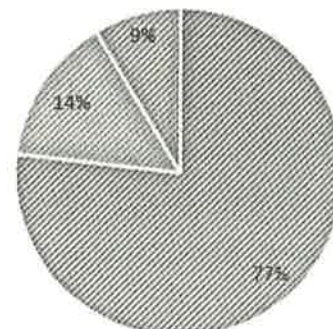
**Driveway:** helps keep the flow of water moving along the drainage ditch near the roadway.



In early 2019 we began adding driveway culverts to our inventory. This is an ongoing effort that will take many years to complete. Currently there are 386 driveway culverts inventoried, which is a small fraction of the actual total in Boone County. As these culverts need to be replaced or cleaned out, they are added to the inventory by our Superintendents and Supervisors.

### CULVERT INVENTORY

■ Crossroad ■ Storm Water ■ Driveway



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## Gravel Road Maintenance

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In addition to having appropriately placed and open culverts, ditches play a key roll in keeping excess moisture from permeating the road base, which can cause potholes and soft spots. Motor grader operators are responsible for the majority of cleaning out ditches, with some of the bigger projects using skid-steers and excavators as well. In 2019 Road and Bridge spent nearly 3,600 hours establishing, cleaning out and repairing ditches.



In Boone County, we have 8 motor grader districts, with a dedicated operator responsible for each district. Grading a road helps keep a crown (a slight fall from center high point to the edges), which facilitates water drainage from the road surface. Grading also helps reclaim gravel from the edges of the road, rather than being lost. Although motor graders do operate year-round, during dry times of the year they operate less frequently as a lack of moisture can result in excessive dust and gravel loss. In 2019 nearly 8,400 hours were spent grading roads. There are currently 466 miles of gravel road in Boone County.

Gravel is lost from the road surface due to traffic and erosion. This is even more pronounced on hills and curves. Gravel with greater amounts of fine particles, like surface rock, is used so moisture can help bind the particles and rock together especially in areas difficult to maintain. During the more dry times of year though, a clean rock is more desirable to reduce dust. In 2019 over 119,000 tons of gravel were hauled for routine gravel road maintenance. Due to numerous soft spots from freeze-thaw in the spring and flooding, more rock was hauled overall than in a typical year.



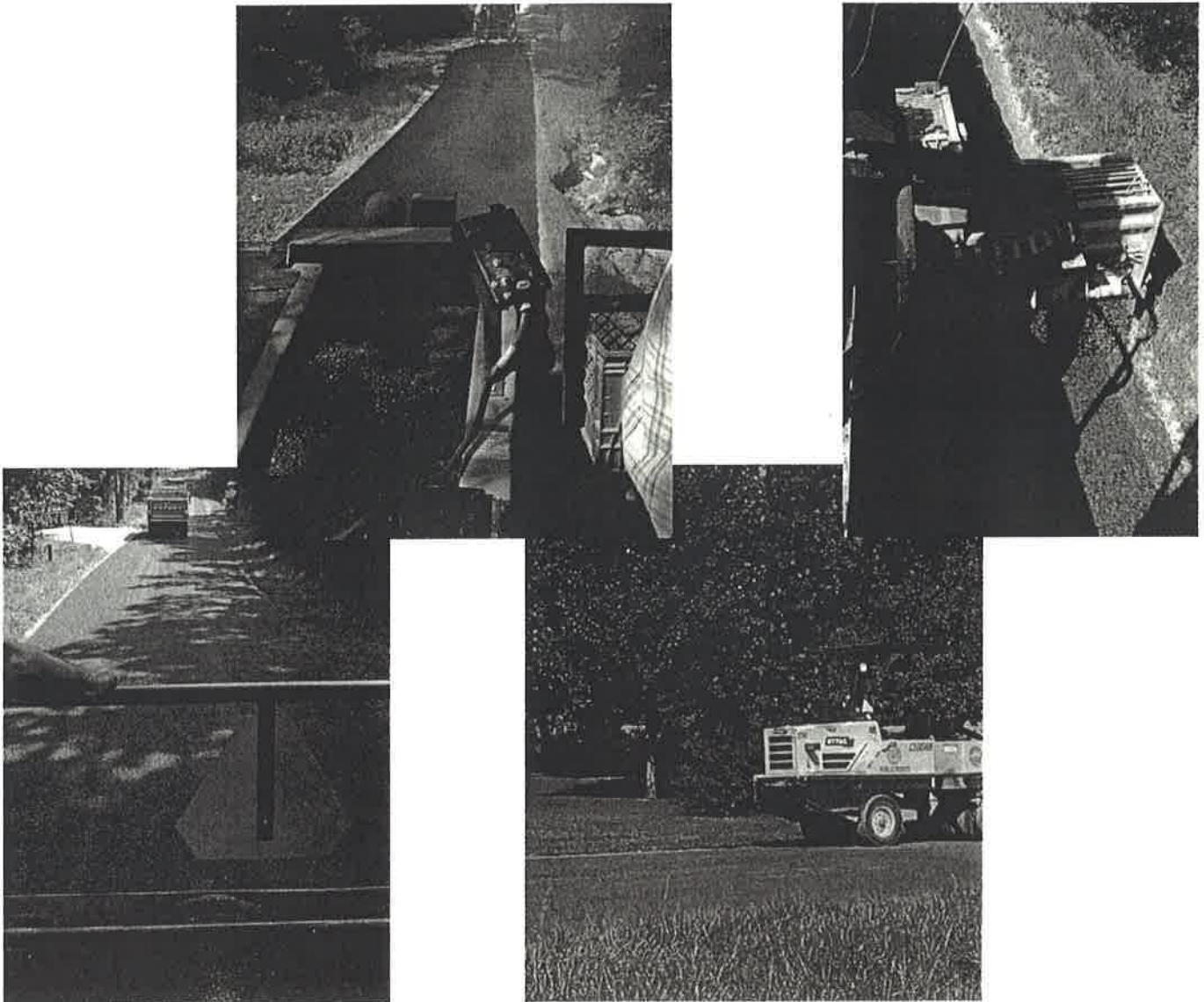
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## Gravel Chip Seal Maintenance

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Chip seal roads are often confused with paved or asphalt roads, however there are key differences between the two. Chip Sealing uses the same materials as asphalt paving, but the construction method is different. With chip seals, a thin film of heated asphalt liquid is sprayed on the road surface, followed by the placement of small aggregates ("chips"). The chips are then compacted to orient the chips for maximum adherence to the liquid asphalt, and excess stone is swept from the surface.

Road and Bridge has 75 miles of chip seal roads; on average a surface re-application is done every four years on 18-20 miles of road. In 2019 we re-applied just over 21 miles of chip seal surface. To prepare the roads done in 2019 for re-surfacing, it cost \$102,000 in labor, equipment and materials. The actual surface application cost was \$287,000, coming in for a total of \$389,000 spent in 2019.





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## Paved Road Maintenance

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### Dig Out Repairs

Prior to any preservation treatment, roads are evaluated to identify areas that require dig-out repairs. When the subgrade of a road fails due to poor soils, excessive moisture or erosion, the weak sections of the road are dug out and reinforced with rock and geotextile fabric (if needed). In 2019 crews completed dig-out repairs on 14 different Boone County roads, spending 1,665 labor hours.

Road and Bridge crews complete advance work, like dig-out repairs, crack sealing and any necessary drainage improvements, prior to an overlay or other pavement preservation treatments. By utilizing BCRB staff to complete the advance work, the county saves money and time by having roads ready to go for contractors to just apply the surface treatment.

### Crack Sealing

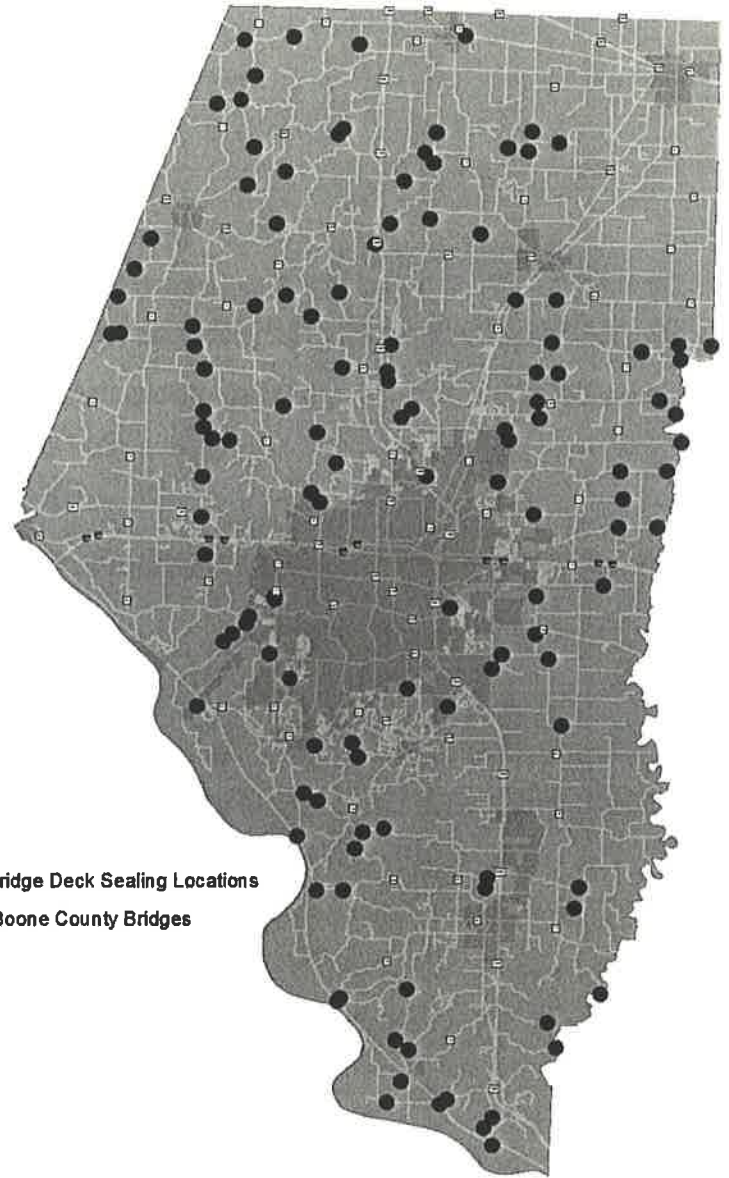
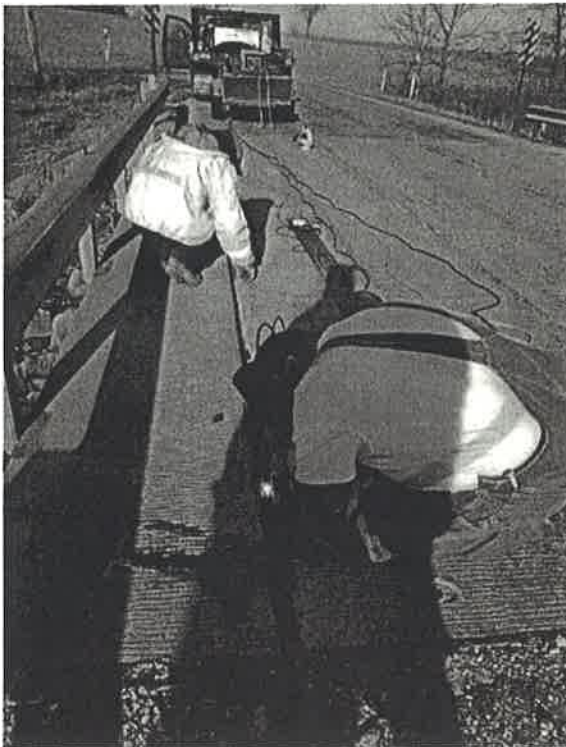
One of the most effective maintenance activities in preserving an asphalt road is crack sealing. This activity greatly extends the useful life of the road by protecting it from water infiltration, sub-base erosion, and freeze-thaw damage. Conditions have to be right for this process to work, the asphalt must be dry and the outside temperature has to be between 40-85 degrees Fahrenheit. The process requires a 3-5 person crew, with the lead clearing cracks of debris using compressed air, the second crew member driving a truck hauling the crack seal machine and air compressor, and the third using a tar nozzle to apply the crack sealer to the asphalt (picture to the left). The additional two crew members handle traffic control. In 2019 BCRB crews crack sealed over 66 miles of road.



## Bridge Maintenance

Boone County Road & Bridge department is responsible for maintenance on 128 bridges and 65 low water crossings throughout the county. We practice preventative maintenance to preserve integrity and increase longevity of our structures. These activities are done cyclically and include:

- Washing & cleaning
- Sealing bridge deck & joints
- Clearing drainage areas
- Sealing cracks
- Removing trash & debris
- Protecting against scour



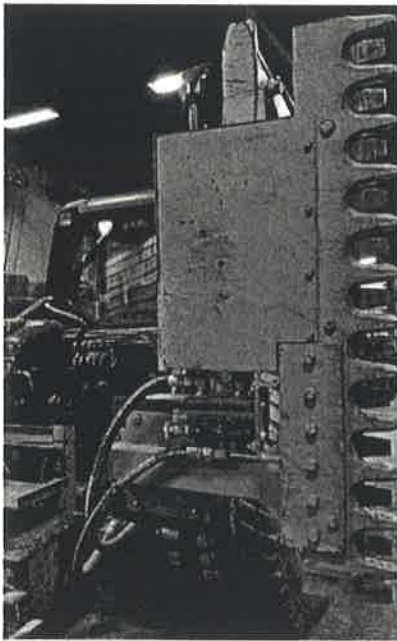
In 2019, 36 of our bridge decks were cleaned and re-sealed in the north-east quadrant of the county. This activity protects the bridges from deterioration caused by weather and ice control chemicals. Each quadrant's bridges are on a six year rotation for this maintenance activity. The rotation used to be only three years, but with advancements in products used, we've been able to double the life expectancy of the treatments.

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## Mowing and Brush Removal

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Boone county is divided into four mower districts, with a dedicated operator in each district. They are responsible for mowing and trimming brush year-round. For roadside mowing and basic brush removal, our operators use a rotary type boom mower (right). On more extensive trimming projects, especially in urban areas, we use a sickle bar limb cutter (left). All together



they are responsible for approximately 1,500 miles of right-of-way clearing (both sides of each road), with just four mowers. This is important to maintain sight-line visibility, as well as sign visibility for both motorists and bicyclists. Trimming also helps with winter road



maintenance in snow and ice areas by reducing shaded areas of roadways. In 2019 mowing/trimming accounted for 3,400 labor hours and \$217,000 in labor and equipment.

BCRB also has a bucket truck crew that is responsible for felling and removing hazard trees along Boone County right-of-way's and pruning trees when necessary. This is accomplished with a two person crew, consisting of one crew member and a dedicated crew leader to coordinate and facilitate all tasks. Sometimes these tasks may require additional crew members for flagging and traffic control. Unlike many of our other crews, the bucket truck crew is responsible for the entire county, not just a particular district. Due to the nature of this work, they have received training from a certified arborist to learn proper pruning and tree felling techniques. In 2019 the bucket truck crew completed 113 tasks and accounted for 1,900 labor hours



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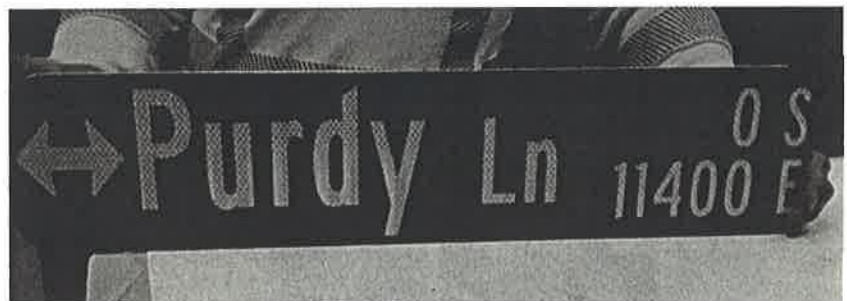
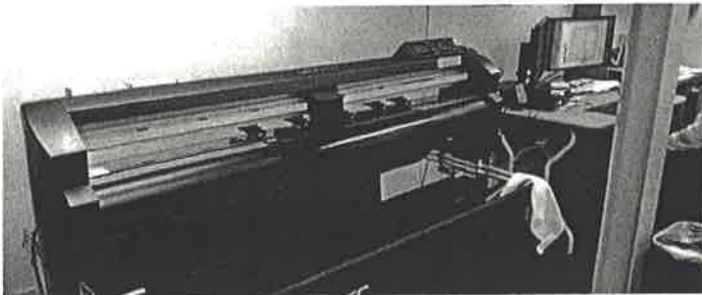
## Traffic Division

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The Traffic Division is responsible for all Boone County signs, of which there are 9,859 in inventory currently. Signs are replaced if the reflectivity is too low, or if a sign is stolen or damaged. Additionally, they're responsible for placing temporary signs and barricades, replacing citizen mailboxes damaged due to roadwork, and vegetation control around guard-rails and signs.

All county signs are fabricated in-house in the sign shop. As illustrated in the photos below, signs are designed and printed, the letters are picked out leaving the green surround, then adhered to a reflective sign blank. Prior to placing any new signs, a locate request must be completed to ensure no utilities will be effected. The sign crew uses the post driver mounted to their truck to place the post, then affixes the sign or signs with special brackets. If a retired sign isn't badly damaged, the sign blank can be re-used to create a new sign. Posts and brackets are also re-used when possible.

In 2019, the sign crew installed 71 new signs, repaired 177, and replaced 203. The sign shop/traffic division accounted for just under \$78,000 in labor, equipment and materials.

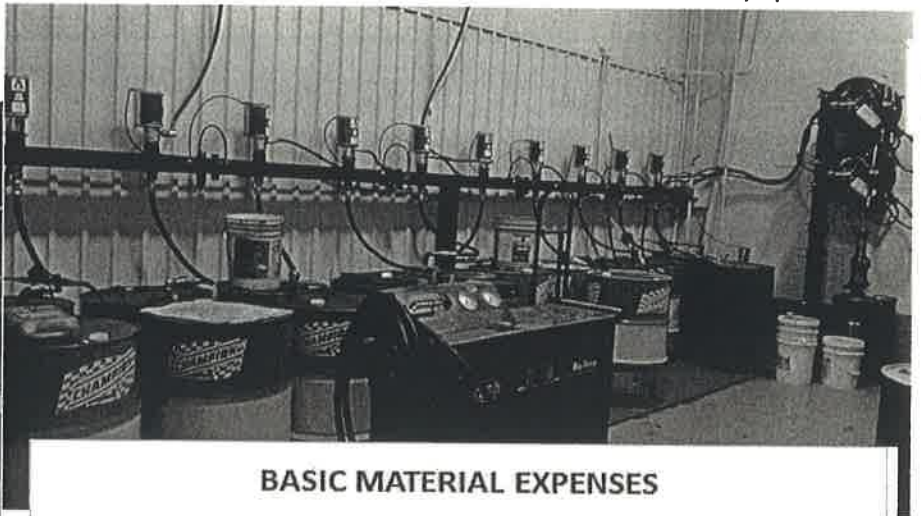
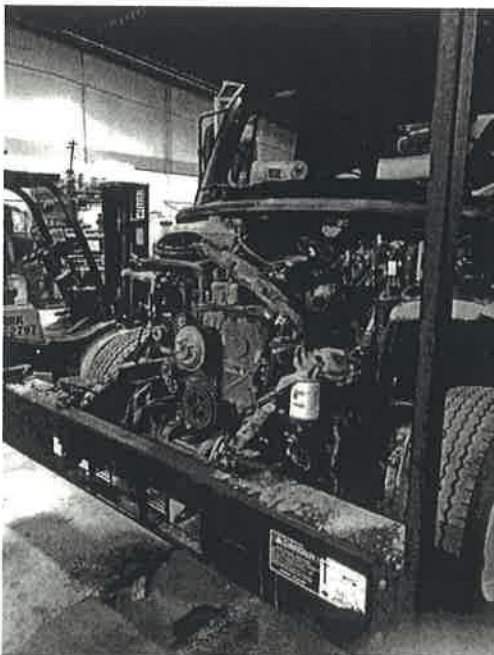


## Fleet Operations

Fleet Operations Mechanic Technicians are responsible for servicing, maintaining and repairing 175 county vehicles and over 175 pieces of equipment. They order parts, track and maintain inventory, and upkeep tools and Boone County assets. Fleet maintenance personnel keep all emergency equipment in working condition for twelve county departments. In 2019 the technicians processed 1,741 work orders.

The mechanics are skilled in hydraulic diagnostics, fabricating hydraulic hoses and repairs. In order to accomplish these, they maintain hydraulic parts inventory and keep up with advancements in technology. Additionally, they are skilled in fabrication and general repair welding, using all types including torch use and electric air arc. Each Technician also attended 80 hours of specialized training in 2019.

In early 2019 the fleet operations team rebuilt the oil supply room, adding new lighting, insulation, wall coverings and paint. This improvement allowed them to go from stocking only five types of oil in bulk to ten, doubling their capacity and remaining compliant with SPCC secondary containment requirements. As a result of this improvement, they are able to reduce costs by using space gained from removing bulk tanks to store more 55 gallon drums, and using less of the more costly quart and gallon sized containers of oil.



**BASIC MATERIAL EXPENSES**



Tires	\$107,033
Engine Oil	\$30,977
Vehicle Repair/Parts	\$7,097
Equipment Repair/Parts	\$288,238

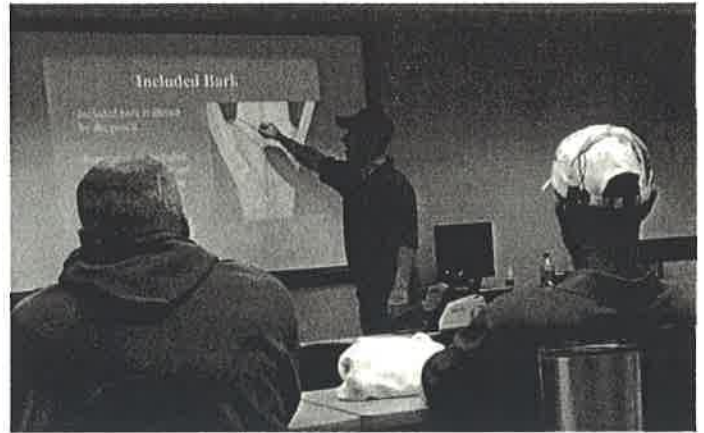
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## Training and Conferences

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Road and Bridge crews completed numerous trainings in 2019. The Missouri Local Technical Assistance Program (LTAP) conducted three training classes for us:

- Chainsaw Safety
- Snow and Ice Control
- Work Zone Safety & Flagger Training.



MO-LTAP has a Scholar Program to recognize skilled transportation personnel throughout Missouri. The training for the Scholar Program is aimed at increasing each participant's technical, maintenance, administrative and supervisory skills. There are three levels to the program with particular requirements to be met at each level before graduating to the next. We currently have 24 Level I or higher Scholars at Boone County Road & Bridge, which is more than any other county in Missouri.

We held an in-house bucket truck training with instruction on proper operation and safety. Chad Herwald, ISA, (pictured above) conducted a tree pruning training to educate on trimming and pruning best practices for overall tree health and aesthetics. We were joined by employees from Greene County for Chad's training.

Additionally, we held our annual Safety Day and Snow & Ice Dry-Run. During Safety Day, we heard a range of topics from our Safety Committee, Missouri Conservation Department, Boone County Stormwater, and Boone County HR. For the annual Snow & Ice Dry-Run, every plow truck driver does an entire safety check and inspection of equipment, then a run through of their snow route to ensure operations go as smoothly as possible during an actual event. This is especially helpful to new employees, and is used as a training on equipment and procedures.



Road and Bridge employees were able to attend two different conferences in 2019 as well. In May our GIS Technician attended the Cartegraph user conference, learning about innovations and applications of our asset management system. Then in October, seven employees were able to attend the MACTO conference (Missouri Association of

County Transportation Officials). Topics included jobsite safety, requesting locates online, snow equipment maintenance and two sessions on gravel road maintenance and innovations.

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## **Committees**

### **SAFETY COMMITTEE**

Members: Darren Kimbrel, Angela Wehmeyer, Bobby Smith, Doug Nichols, Joe Reddick, Dustin Friedli, Scott Harmon, David Noble, Raymond Hackmann, Terry Knight

The purpose of the Safety Committee is to create and maintain a high level of interest and awareness of safety among employees at all levels; resulting in a safe work environment free of accidents and injuries.

Primary objectives:

- Draft and propose safety policies for adoption by management
- Identify unsafe work practices/conditions and suggest remedies
- Participate in the development and implementation of an effective safety training program
- Participate in accident investigations and develop recommendations
- Promote awareness of safety policies, training programs, and other safety and health issues

In 2019, the committee organized and coordinated speakers for Safety Day, and reviewed all risk management issues and accident reports to determine if any adjustments were needed.

### **SNOW AND ICE COMMITTEE**

Members: Bryan Boyce, Ryan Calvin, Brandon Bennett, Chris Jennings, Lindsey Garringer, Tony Crocker, Richard Martin, Walker Baumgartner, Jeremy Callaway

The purpose of the Snow and Ice Committee is to establish guidelines for Road and Bridge employees to follow during a snow removal or ice emergency, and improve utilization of current equipment and labor.

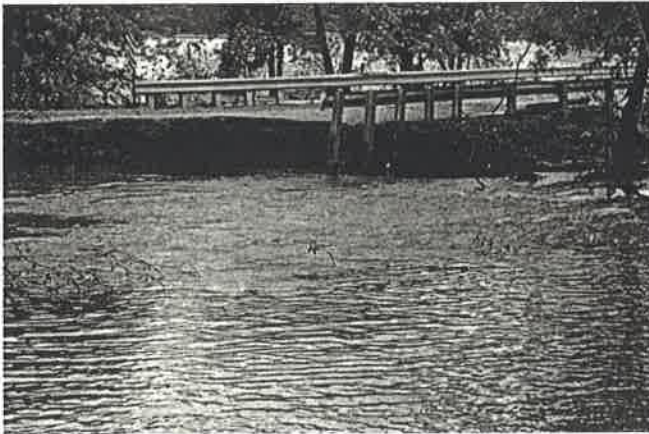
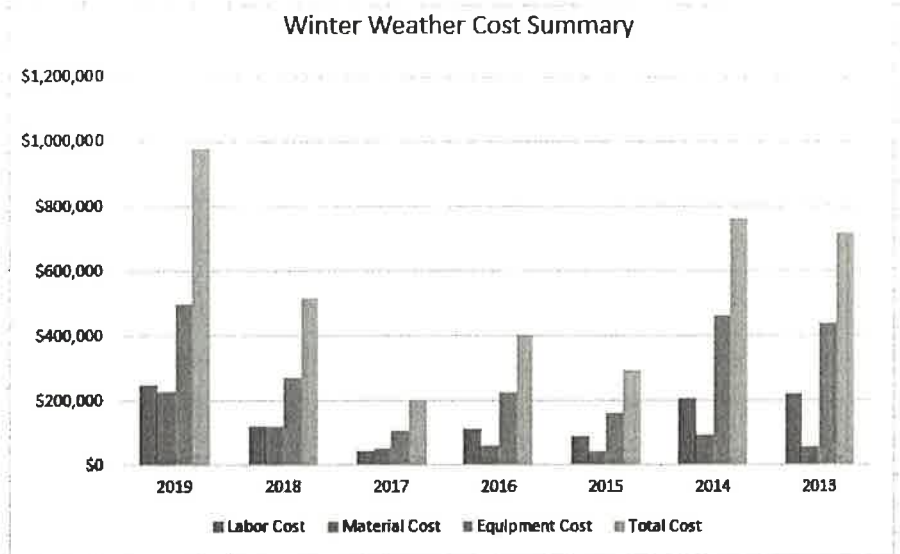
Primary Objectives:

- Evaluate existing methods of snow and ice control
- Determine any deficiencies in methods of snow and ice removal or processes
- Draft and propose recommendations for adjustments for adoption by management

In 2019, the committee was able to implement new spreader stands to assist in the loading and unloading of spreaders at the north facility. It is anticipated spreader stands will be implement at the south facility in 2020. These are an improvement over the current spreader racks due to mobility as well as efficiency in outfitting trucks for a snow event.

## Emergency Response

2019 presented many weather related challenges. Beginning the year, there were several large snow and ice storms, resulting in expenses exceeding \$750,000 in labor, equipment and materials. Toward the end of 2019 there were snowfalls beginning in late October and continuing through December, adding another \$200,000 in expenses. In 2019 nearly 3,600 tons of salt were used for snow and ice control.



In late Spring, flooding nearly equal to that of the record-setting 1995 flood, triggered a FEMA event. The majority of flood recovery has been completed, with a small amount remaining to be completed in 2020. Flooding started in early May and continued off and on through early October. Boone County Road & Bridge crews were able to help communities near the river by delivering sandbags and over 1,500 tons of sand when flooding started. Through the end of December, flood recovery has resulted in

over \$250,000 of expenses. An additional 4,900 tons of gravel was used to repair damages due to flooding.

There was also a wind storm in late November, resulting in over 50 downed trees, many smaller limbs and other debris that had to be cleared from roadways and ditches. This event took crews several days to clean up completely, first focusing on clearing roadways, then on removing debris from the right-of-way.





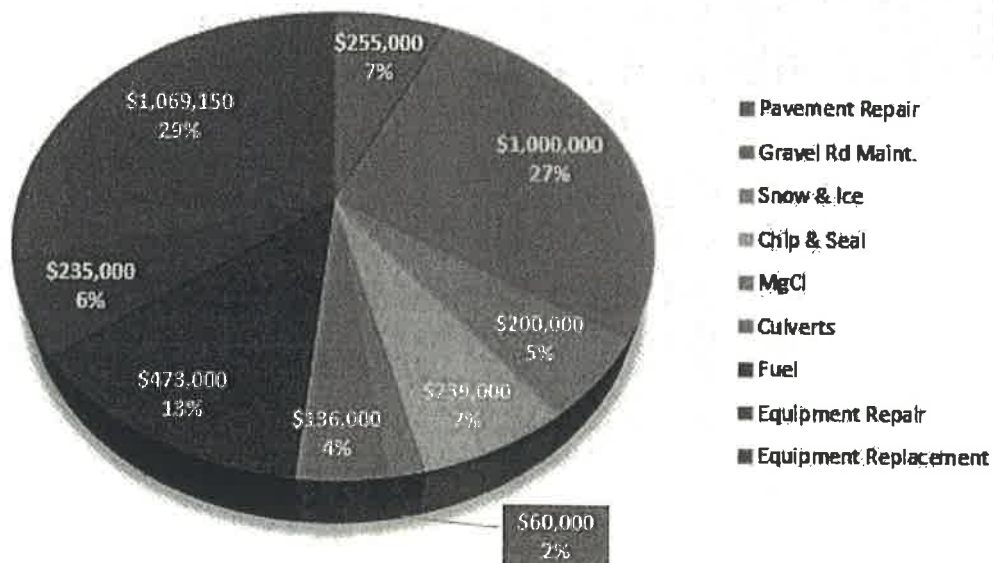
## Looking Ahead to 2020

Listed below are planned hours for FY 2020, by activity category. Final budgeted hours are compared to actual hours spent each year in an effort to be as accurate as possible. Also displayed are the major material expenses budgeted for FY 2020.

Activities	Total Hours Planned
Gravel Rd Maint	19767
Pavement Repair	12895
Drainage & Culvert Improvements	16771
Brush Cutting/Mowing	11387
Bridge Maintenance	1346
Signs	2195
Mag Chloride	203
Equipment Transport	389
Snow & Ice	4719
Facility/Equipment Maintenance	3348
Chip Seal Application	1705
Miscellaneous	1278

Total Hours:	76002
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### Major Expenses Budget 2020



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**Staff**



Director, Greg Edington



South Dist. & Traffic Division  
Superintendent,  
Bryan Boyce



North Dist. Superintendent,  
Darren Kimbrel



Fleet Ops Superintendent,  
Ricky Harvey



Office Administrator,  
Margaret Green



Administrative Coordinator,  
Donna Glenn



GIS Technician,  
Lindsey Garringer

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## Staff



Field Supervisor,  
Chris Jennings

## South Crew

Crew Leaders:  
Lee Crump, Price Nichols,  
Gerry Noland, Lincoln Smith



Front: Walker Baumgartner, Raymond Hackmann, David Noble, Jeff Wren, Ashley Wren, Roland Wren, Mike Nickens, Bobby Craig, Scott Harmon

Back: Jerry Rice, Ryan Bennett, Brandon Blakemore, Brandon Bennett, Caleb Rouse, Bart Barner, Tim White, Richard Martin

Not Pictured: Andy Farris, Dwayne Kimbrel

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## Staff



Field Supervisor,  
Bobby Smith (not pictured)

## North Crew

### Crew Leaders:

Mark Rowland, Adam Lewis, Joe Reddick

Not Pictured: Darren Evans



Front: Doug Nichols, Drake Donoho, Keith Harvey

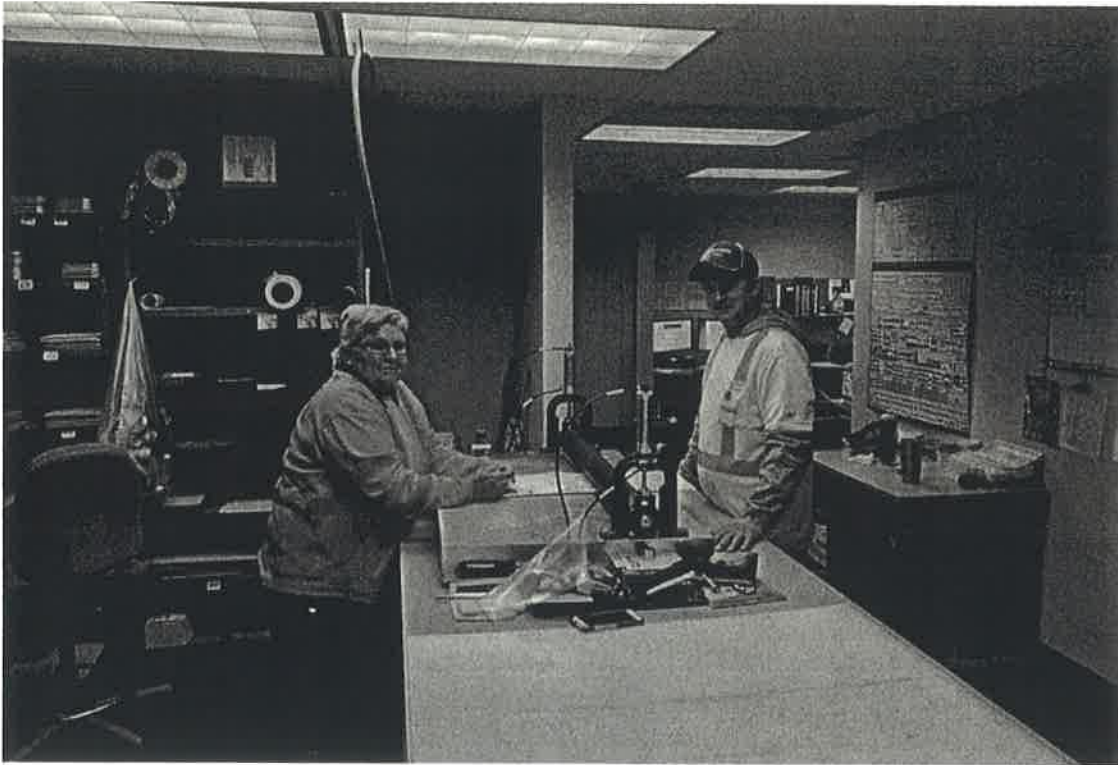
Back: Frank Davis, Brian Smith, Dustin Friedli, Stacy Tatum, Jason King, Joey Winn, Robert Hostetter, Jeremy Callaway, Jason Lowe, David Critchfield

Not Pictured: Brandon Wainman, Gordon McCune, Ryan Calvin

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**Staff**

**Traffic Division**



Teresa Shaw, Jerry Rice

**Fleet Operations**



Billy Montgomery, Robbie Sapp, Terry Knight, Tony Crocker

Congratulations to Roland Wren on his retirement after over  
42 years  
outstanding service at Boone County Road & Bridge.



Welcome to new 2019 staff members.

Brandon Blakemore, Lindsey Garringer, Keith Harvey, Jason King, Jerry Rice  
and Tim White

Also, good luck to those who have moved on to new opportunities this year.

Nick Fairley, Zak Haverly, and Brandon Heyen