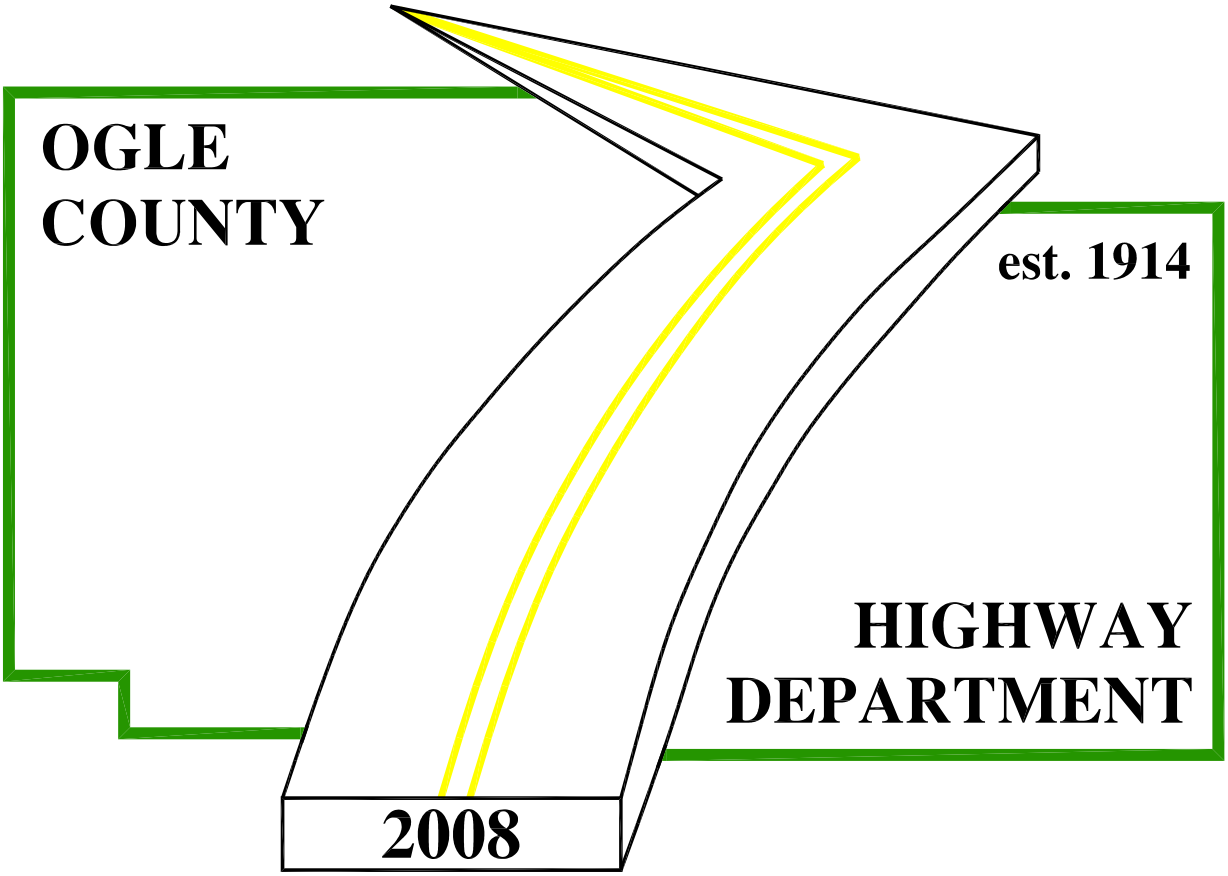
Annual County Highway Report

Prepared for the

Ogle County Board



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Introduction

The Ogle County Highway Department is responsible for the construction and maintenance of all the bridges and roads in the Ogle County Highway System. In addition to constructing and maintaining the 271 miles of roads and 59 bridges on the County Highway System, the department assists the 24 townships of Ogle County in the construction and maintenance of their 969 miles of highways and 194 bridges. Maintaining this extensive highway system in a manner capable of serving the motorists of Ogle County is an expensive task. It is the responsibility of this department to provide the required services to the public within the limits established by our funding mechanisms and law.

The purpose of this annual report is not only to discuss last year's and next year's construction projects, but to also familiarize you with the varied aspects of the Ogle County Highway Department. This report will give you some insight into the volume of work supervised by this Department and on how successful this Department has been in acquiring funds from outside sources to assist in the construction of highway improvements in Ogle County.

Every year, the Ogle County Board passes a budget for the Highway Department that reflects funding from two sources, local real estate taxes and motor fuel tax. While these two sources provide the majority of funding for the Ogle County Highway Department, this Department supervises projects funded from several other sources as well. Some of these other sources are township funds, Federal Highway Administration funds (FHWA), competitive grants, developer concessions, or state special funds.

The method of funding a County Highway Department with local property taxes is spelled out at length in the Illinois Compiled Statutes. There are three separate levies, County Highway Tax, County Aid to Bridge Tax, and Matching Tax. Each tax has specific uses as defined in the statutes and each one has a maximum rate that can be extended. The maximum rate for the County Highway fund is $0.10 per $100 assessed valuation while the Bridge tax and Matching tax are both $0.05 per $100 assessed valuation each. A portion of the $0.19 per gallon motor fuel tax received by the State of Illinois is statutorily distributed to Counties based upon the number of registered vehicles in that County. Since 2003 the local property tax levied by this Department has been **$15.19 million** and the motor fuel tax received from the State has been **$6.729 million** for a sum average of **$3.653 million per year**.

Another established source of funding County highways are the FHWA Surface Transportation Rural (STR) funds and Bridge Replacement and Rehabilitation Program (BRRP) funds. Since 2003 Ogle County has contracted **$3.212 million** of STR funds for roadway improvements. Another **$1.130 million** is to be contracted for 2009. Since 2003 more than **$385,000** from BRRP has been contracted for bridge replacements.

Statutorily, County Highway Departments must oversee the expenditure of state funds utilized by Townships. This means that the Ogle County Highway Department oversees the design, construction, and accounting of Township projects funded by Township Motor Fuel Tax and Illinois' Township Bridge Program (TBP). Since 2003, more than **$1.164 million** of TBP projects and **$10.326 million** of Township maintenance and construction projects.

Finally, another group of revenue sources available to fund highway improvements in Ogle County is what I will refer to as Outside Sources. This group includes special state or federal allocations to specific projects, funds from private sources, be it railroads or developers, and competitive grant programs that could include Truck Access programs and Economic Development programs. Receiving funding from these Outside Sources takes a considerable amount of time and effort, but it can be well worth the effort.

This Department was successful in attaining **$333,000** of Truck Access Route Program funds for improvements to Daysville Road, Titus Road, Grange Road, and Steward Road. Since 2003 this Department has been successful in attaining over **$5.6 million** from the Illinois Commerce Commission for grade separation improvements on Burlington Road, Thorpe Road, and Steward Road. An additional **$5.49 million** came from other outside sources to fund these grade separations.

This office was also successful in convincing the Illinois Department of Transportation (IDOT) to invest **$3.2 million** toward improvements to the Flagg Road / IL 251 intersection. A considerable portion of this allocation will be spent on improvements to Flagg Road. These IDOT funded improvements coincide with another **$405,000** of improvements to Flagg Road funded by the Rochelle Township High School. In 2007 IDOT and the Department of Economic Development agreed to contribute nearly **$1 million** towards the improvement of Daysville Road and IL 64.

This office will oversee the design of improvements to Brush Grove and Gurler Roads. This year Senator Obama's office set aside **$100,000** for the design of highway improvements to these roads this year. In the past few years DP Partners contributed **$226,000** to improvements on Steward Road and the Union Pacific Railroad contributed **$486,000** towards improvements to Gurler Road.

Funding assistance from Outside Sources has been utilized on 11 highway improvement projects overseen by this office since 2003. Infrastructure contributions from this category have totaled an amazing **$16.57 million** during this timeframe. This is more than the County Highway Department property taxes and County Motor Fuel Tax allocations combined for the same period! As said before, while securing funding from these outside sources can take a lot of time and effort, it is well worth it. With property tax growth flat and motor fuel tax allocations down 8.5% just last year, these Outside Sources of project funding will play a more and more important role in funding Ogle County's infrastructure needs in the future.

2008 Construction Projects

Following is a summary of highlights from this year's construction projects, both County and Township, overseen by your Ogle County Highway Department.

Section 06-00247-00-CG, River Road Curb and Gutter

This project was the reconstruction of a segment of River Road, through the Rock River Terrace, in Rockvale Township. This piece of River Road was extremely narrow, had been patched many times and suffered from inadequate roadway drainage. To fix these problems, the new roadway would have curb and gutter, paved shoulders, and the roadway travel lanes would be widened.

The project started with the removal of the existing concrete gutter and installation of new storm sewer and curb drain inlets. Of course Verizon, NiCor, and Com Ed had to relocate their facilities to make room for the wider travel lanes and shoulders. Once the underground utility work was completed, new concrete curb and gutter was installed, the pavement and shoulders were

widened, and the shoulders and pavement were then paved. Final grading was completed behind the new curb and gutter and all disturbed areas were seeded. The project was completed on August 27, 2008.

The price tag for this project was $555,495. It was funded by a combination of Motor Fuel Tax Funds (40%), local Federal Aid Matching Funds (30%), and County Bridge Funds (30%). Willett, Hofmann and Associates performed the preliminary engineering and stakeout. Ogle County personnel performed the construction engineering. Terry Remhof was the Resident Technician for Ogle County on this project.

Section 07-00248-00-BR, Freeport & Lanark Road Culvert Improvements

This project included a box culvert extension, a culvert replacement and slope improvements at 2 locations. One location was on Freeport Road, North of Town Line Road. The other location was on Lanark Road, just East of Freeport Road. Over the past few years, this Department has completed several of these type improvements along Freeport Road. Steep roadway slopes constantly erode, may require guardrail which causes snow drifts, and are locations of potential motorist rollovers.

The Freeport Road location required the extension of a concrete box culvert on one side of the road only. The Lanark Road location involved removing a box culvert that had been extended two times already over the past 90 years. County forces hauled fill material in to widen the shoulders and fill the slopes. These locations now have wider shoulders and less steep roadway slopes. This will increase motorist safety and reduce the potential for rollovers.

Nathan Schwartz, PE performed the preliminary engineering, Kevin Smetters performed the construction engineering, and Schlichting & Sons was the contractor for this $75,763 project. The project was funded with local County Aid to Bridge funds.

07-00250-00-BR Lowden Road Culvert Improvements

This project included box culvert extensions and slope improvements at 3 locations and one concrete box culvert replacement on Lowden Road, between Daysville Road and Flagg Road. Steep roadway slopes constantly erode, may require guardrail which causes snow drifts, and are locations of potential motorist rollovers.

One location included extending a culvert on both sides of the road to flatten the steep slopes behind the guardrail. Due to right-of-way acquisition limitations, guardrail will still have to be installed on one side of the road at this location. The other three locations required culverts be extended or a new, longer culvert be installed to extend the roadway slopes. County forces hauled fill material in to widen the shoulders and fill the slopes. These locations now have wider shoulders and less steep roadway slopes. This will increase motorist safety and reduce the potential for rollovers.

Nathan Schwartz, PE performed the preliminary engineering, Kevin Smetters performed the construction engineering, and Northwest Illinois Construction was the contractor for this $260,553 project. The project was funded with local County Aid to Bridge funds.

07-00249-00-BR Lowden Road Bridge replacement

This project was the replacement of a small bridge on Lowden Road, just South of the Sinnissippi Tree Farm. The original structure had been constructed about 1917. It was too narrow, structurally inadequate and needed costly repairs. This old bridge was replaced with a new double barrel concrete box culvert. Installation of guardrail was required on this project.

Moring Construction was the contractor for this $160,900 project. The project was funded with local County Aid to Bridge Funds (100%). Wendler Engineering Services completed surveying and preliminary engineering. Kevin Smetters was the Engineering Technician on this project for Ogle County.

07-00246-00-GR, Guardrail Improvements, Meridian & Montague Roads

This project consisted of guardrail improvements at several locations along Meridian Road

and Montague Road. Guardrail is installed to protect motorists from hazards within close proximity to the roadway surface. These hazards could be steep slopes, immovable objects, or drop offs. The design of today's guardrail is the result of many years of safety study and crash testing. Sometimes guardrail installed many years ago has even been found to fail today's crash testing. An example of this is the older "Texas Turn-down" guardrail installed years ago. (see below, left). It has been found to contribute to roll over accidents. These segments of guardrail are then replaced with new crash test approved guardrail as funds are available.

Ogle County forces staked out the locations for the new guardrail and then removed the existing guardrail. Upon removal of the existing guardrail, fill was placed to allow for wider shoulders and provide support for the new guardrail posts. The new slopes were then fine graded and stabilized.

Lovewell Fencing was the guardrail contractor on this $51,458 project. All other work was performed by Ogle County personnel. This project was funded with local County Aid to Bridge funds.

07-00210-01-WR, Flagg Road & IL 251 Intersection Improvements

This project consists of improvement of the Flagg Road / IL Rt. 251 intersection by adding left and right turn lanes, installing storm sewer, curb & gutter and sidewalks, and making grade adjustments to IL 251. In addition, Flagg Road, from the IL 251 intersection to the Rochelle High School will be improved to a 4 lane cross section.

Ogle County and the City of Rochelle have been hounding IDOT to make the listed IL 251 intersection improvements for 5 years. In the Fall of 2007 IDOT informed Ogle County that IDOT would fund the project in 2008 if Ogle County would administer the project. This project agreement will allow the intersection and Flagg Road be improved at the same time. This project will finally complete the Flagg Road improvements from the Rochelle Township High School to IL Rt. 251.

Ogle County oversaw the acquisition of all right-of-way and easements for the project. After all the right-of-way was acquired, the old Culligan building was razed to make room for the new turn lanes. Rockford Blacktop and their subcontractor began the project this Fall by installing storm sewer, waterlines, and sanitary sewer. Seventy-five percent of the underground utility work was completed before the project entered its' Winter shutdown.

This coming Spring, the balance of the utility work will be completed before the contractor narrows the intersection to two lanes and begins widening the pavement and installing the curb and gutter. To allow construction of the required improvements and still maintain two lanes of traffic, the work will be done in 7 different phases. Newspaper, email, radio, and message boards will be utilized to keep the public informed of the changing traffic patterns during this project. The project is to be completed by November 1, 2009.

IDOT has allocated $3.2 million dollars towards the cost of their intersection improvements to cover the cost of right-of-way, construction, engineering, and all of Ogle County's administration. Ogle County will fund the Flagg Road improvements from IDOT's intersection to the Rochelle High School.

This project was surveyed and designed by Willett, Hofmann and Associates. Rockford Blacktop Construction is the contractor on this $3.718 million project and Nathan Schwartz, PE is the Resident Engineer for Ogle County on this project.

Section 06-00239-00-RS, Ridge Road Overlay and Shoulder Improvements

This project was the asphalt paving of Ridge Road between IL Rt. 64 and Pines Road. Every 12 – 18 years, hot-mix asphalt roads are overlaid with a new wearing surface. This helps to restore the road to its original condition by filling wheel ruts, sealing off cracks, and restoring tire friction to the pavement surface. Another improvement made with this project was the paving of a 3' wide safety shoulder. A safety shoulder eliminates the drop-offs at the edge of the traffic lane, a constant maintenance problem on highly traveled roads with aggregate shoulders.

The project started on August 18, 2008 when the contractor began concrete gutter replacement work immediately South of IL 64. The use of FHWA funding requires concrete gutter at the edge of a travel lane be relocated to the edge of the shoulder. Ogle County forces then excavated a 3' feet wide trench, 2" deep, in the shoulder adjacent to the road. A few hours later, Northwest Illinois Construction then paved the shoulder trench with hot-mix asphalt. Coordination between the contractor and County forces was essential on this operation.

Ogle County was responsible for several operations before, during, and after the contractor's work on this project. In addition to preparing the aggregate shoulder trench before the contractor

paved the safety shoulder, after the safety shoulder was paved, Ogle County was responsible for grading entrances and sideroads to match the soon-to-be placed new pavement. Then after the contractor paved the 3.2 miles of road, Ogle County placed the aggregate shoulders on the outside of the 3' safety shoulder.

The contracted portion of this project was $561,290 and was funded with Federal Surface Transportation Rural funds (80%) and local Federal Aid Matching funds (20%). Northwest Illinois Construction Company was the prime contractor on this project. Ogle County performed the preliminary and construction engineering for this project. Nathan Schwartz, PE was the Resident Engineer on this project for Ogle County.

06-00244-00-RS, Flagg Road Overlay

This is another of the asphalt overlay projects that occur on each bituminous asphalt highway every 12-18 years. This project consisted of placing a 1 ½" lift of bituminous asphalt over the existing asphalt surface of Flagg Road, from the Lee County line to Lowden Road.

Northwest Illinois Construction was the contractor on this $205,454 project. The project was funded by Federal Surface Transportation Rural funds (80%) and Local Federal Aid Matching funds (20%). Ogle County performed the preliminary and construction engineering for this project. Nathan Schwartz, PE was the Resident Engineer on this project for Ogle County.

04-00223-00-RS, Mulford Road Microsurfacing

Mulford Road, from Lindenwood Road to the Winnebago County line is a segment of highway that we have applied newer pavement preservation techniques to over the past several years. The applications of pavement preservation techniques are utilized to minimize the need for major reconstruction of asphalt pavements. The pavement preservation technique utilized this year on Mulford Road was microsurfacing.

Microsurfacing is effectively the same operation as the older “slurry seal” with a bit more science. Microsurfacing is the application of a thin layer of bituminous-crushed aggregate-cement mixture to the roadway surface. This 3/8” thick layer helps seal the pavement cracks, adds color to the surface, prevents further oxidation of the existing bituminous surface, and restores skid resistance. Once the bituminous mixture is applied, one lane at a time, traffic can be reintroduced to that lane within 4 hours.

Permanent striping can then be applied to the new bituminous surface upon completion of the bituminous operation. Should this segment of microsurfacing perform as expected, Ogle County will perform more of this type pavement preservation upon selected asphalt roadways in the future.

Micro-Surfacing Inc., Peoria, IL was the contractor on this $183,568 project. It was funded with Federal Surface Transportation Rural (80%) and Local Federal Aid Matching Funds (20%). Northwest Illinois Construction Company was the prime contractor on this project. Ogle County performed the preliminary and construction engineering for this project. Nathan Schwartz, PE was the Resident Engineer on this project for Ogle County.

Township Bridge Projects

This year only one township bridge was replaced under the supervision of the Ogle County Highway Department. Due to construction cost increases and stagnant Township Bridge Program funding levels, this program will only be able to fund the replacement of one Township bridge per year without State funding level increases. To replace Ogle County’s Township bridges before they reach “Centennial” status, State funding levels must at least double in today’s dollars. To keep these structures on a replacement cycle of 50 years, the funding levels would need to double again.

07-14132-00-BR Adeline Road Bridge replacement

This Township bridge project was the replacement of a reinforced concrete girder bridge constructed in 1924 on Adeline Road, just North of Coffman Road. The bridge was narrow and the concrete girders had suffered collision damage several times over the years. Of course the weight carrying capacity of the structure was designed for 1924 loads, not today’s much heavier loads.

The existing bridge was replaced by a new wider, stronger, precast, prestressed deck beam bridge. With the expected minimal traffic increases on this road, this structure will be capable of safely handling the loads imposed on it for many decades to come.

Moring Construction was the contractor on this $253,407 project. It was funded by a combination of Township Bridge Program funds (80%), County Aid to Bridge funds (10%), and Maryland Township (10%). Wendler Engineering Services performed the preliminary engineering. Ogle County personnel performed the construction engineering and the stakeout. Terry Remhof was the Resident Technician for Ogle County on this project

Rockvale Township Bituminous Asphalt Overlays

This year Rockvale Township placed a bituminous asphalt overlay on several roads. They included several streets in the Rock River Terrace, Silver Creek Road and Half Mile Road. The streets in the Rock River Terrace were grouped together with the County's River Road project to attain better bid prices.

These bituminous overlays consisted of overlaying the old, cracked, oxidized, hot-mix with 1 ½" of new bituminous hot-mix asphalt. Placement of shoulder stone to support the edges of the new asphalt was completed once paving was performed.

Schlichting and Sons contracted for the overlays on the selected Rock River Terrace streets for a cost of $155,000. UC Paving performed the asphalt overlay work on Silver Creek and Half Mile Road for a cost of $282,000. These projects were funded locally by Rockvale Township. Terry Remhof was the Resident Technician on these projects.

08-06130-00-RS, Flagg Township Overlay

This year Flagg Township placed a bituminous asphalt overlay on several roads. Grange Road, from IL 38 to Titus Road, and the roads in the Deer Creek subdivision received 1 ½" lifts of asphalt.

This $167,652 project was completed in a week by Rockford Blacktop Construction and was funded 100% by Flagg Township. Terry Remhof was the Resident Technician on this project.

County General Maintenance Sections

As every year, these projects provide for the continued maintenance of our County highways. In 2008, 12 miles of roads were re-sealcoated to rejuvenate their bituminous wearing surface. Sealcoat roads are typically re-sealed every 6 years depending upon traffic and wear. Should roads deteriorate too far before re-paving or re-sealing, costly reconstruction may be necessary.

The cost of the 2008 County seal coat program was $98,000 and was funded with County Motor Fuel Tax funds (50%) and County Federal Aid Matching funds (50%). David Boehle and Cliff Jones supervised the construction of these maintenance projects.

2009 Construction Projects

Section 05-00233-00-BR Steward Road Overpass

Last year we anticipated this project to begin in 2008. After a lengthy Economic Development Agency grant review and award process, it was agreed by all parties to wait until February 2009 before taking bids.

This multi-year project consists of several pieces. Part A, the major portion of this project, is the construction of a 30' high, 220' long, bridge carrying Steward Road over the BNSF railroad and the Rochelle railroad. Part B, is the improvement of the Steward Road / Ritchie Road intersection. Part C, is the improvement of Steward Road to a three lane cross section between the overpass and Ritchie Road. Finally, Part D is the extension of Caron Road under the new overpass to a new intersection with Steward Road.

Many trucks utilize Steward Road to reach the IRE Ethanol Plant, Bay Valley Foods, and other area businesses. Before Steward Road can be closed to traffic to construct the overpass, the Caron Road extension (Part D) will be completed to allow truck traffic a route around the overpass construction. ProLogis Corporation, a property developer along Steward Road has committed to constructing this extension of Caron Road at their cost. Once Caron Road is extended to its' new intersection with Steward Road, construction of the overpass, Ritchie Road intersection, and 3 lane section of Steward Road will begin and continue into 2010.

These improvements are expected to cost nearly $7.6 million dollars. Sources of funding are expected to include the ICC, EDA, ProLogis Corporation, DP Partners Corporation, Rochelle Railroad, BNSF Railroad, City of Rochelle, and Ogle County. It is anticipated that funding source allocations will consist of $2.98 million by the EDA, $2.96 million by the ICC, $1 million ProLogis, $281 thousand BNSF, and $281 thousand Rochelle Railroad. Funding for any remaining portion of the project will be shared equally between Ogle County and Rochelle.

This complicated project was surveyed and designed by Willett, Hofmann and Associates. Ogle County acquired the right-of-way and Ogle County personnel will complete the construction engineering.

Section 08-00259-00-BR Milledgeville Road Culvert Replacement

In the mid 1930's Milledgeville Road, from Carroll County, East, was improved. At that time, a 12' wide by 6' tall concrete box culvert at Wilson Mill Road was constructed. This box culvert will be replaced this coming year. The original box culvert was extended at some time during the past 70 years and the construction joint at the extension has now failed. A new precast concrete box culvert, with a cast-in-place drop box will be built to replace the old structure.

Ogle County personnel will perform the construction engineering on the culvert while Wendler Engineering Services will perform the preliminary engineering on the project.

Section 08-00258-00-RS Kishwaukee Road Shoulder Improvements

A quarter mile North of IL Rt. 72, on Kishwaukee Road begins a set of reverse curves that experience a rather high accident rate. Most of these accidents involve property damage where a motorist collides with the guardrail on one side of the road or the other, or both. In 2009, these

shoulders will be widened, slopes re-graded, shoulders paved, and guardrail replaced in an attempt to eliminate a good percentage of these accidents. Outside contractors will replace the guardrail and pave the shoulders while Ogle County personnel will complete the balance of the work.

Township Bridge Sections

The Township Bridge Program, in conjunction with County Bridge Funds and Township Local Funds, are used to replace deficient township bridges every year. With the increases in material and construction costs only 1 bridge per year can be replaced with Township Bridge Program funds. This year a second township bridge will be repaired with the use of Township Bridge Program funds. While many township bridges have been replaced since the inception of the Township Bridge Program there are still many structurally deficient, hydraulically inadequate, or functionally obsolete Township bridges in need of replacement

The 2009 Township bridge replacement program consists of replacing a bridge on **Scott Road**, East of Rothwell Road, Scott Township and then making pier repairs on **Edson Road,** Monroe Township. The Edson Road bridge repair project was scheduled for 2008 but bids were too expensive to allow the repairs to proceed at that time.

The Scott Road structure is an existing precast, prestressed deck beam bridge. Bi-annual bridge inspections revealed considerable deterioration in the timber piles over the past several years. Constructed in 1961, this bridge was one of the first generation of precast, prestressed deck beam bridges and is nearing the end of its' design life. Upon calculation of life cycle costing, it is more economical to replace the structure at this time than it is to spend large amounts of money attempting to repair a 48 year old structure. Wendler Engineering Services is performing the preliminary engineering and survey while Ogle County personnel will be performing the construction engineering.

The Edson Road bridge repair project consists of making repairs to the bridge piers and abutments of this structure over the Kishwaukee River. Transverse joints between the existing precast prestressed deck beams will be replaced when the associated pier and abutment repairs are made. The pier caps and abutments are experiencing severe delamination and spalling of concrete. Once the concrete spalls from the pier cap or abutment, the ability of the bridge substructure to carry the loads from the bridge beams is compromised. Willett, Hofmann & Associates is preparing the construction drawings while Ogle County personnel will be performing the construction engineering.

The Scott Road bridge will be funded 80% by the Township Bridge program, 10% Ogle County and 10% Scott Township. The Edson Road bridge repairs will be funded by Winnebago County (70%), Township Bridge Program funds (22%), County Bridge Funds (4%), and Monroe Township Local Funds (4%) since it is on the County line.

In addition to these bridge replacements, Ogle County personnel will be assisting Townships with various culvert replacements and bridge repair contracts. Monroe, Eagle Point, Forreston, Maryland, and Pine Rock Townships each have culverts being replaced this year by County forces.

Other upcoming Township Bridge Program projects include bridges in Lincoln, Maryland and Byron Townships. Road Commissioners currently have township bridges already programmed for replacement through 2016.

General Maintenance Sections

Approximately 20 miles of seal coat roads will be resealed to rejuvenate their asphalt-wearing surface. Seal coat roads are resealed in this manner every 5-6 years. The estimated cost of this 2009 seal coat program is $175,000.

In addition to seal coat maintenance, hot mix asphalt roads will be rejuvenated this year. Stillman-Meridian Road, from IL Rt. 72 to Winnebago County, will be overlaid with hot mix asphalt in 2009. In addition to placing 1 ½" of asphalt on the existing pavement surface, we will take this opportunity to install paved safety shoulders 3 feet wide from Stillman Valley to Hales Corner Road. These paved shoulders protect the pavement edge from wide loads and minimize the possibility of a shoulder drop off when aggregate is kicked out by traffic. As funds are available, we will attempt to install some of these paved shoulders on the more heavily traveled roads. In addition to Stillman Road, Flagg Road, from Flagg Center to 20th Street, will have a 1 ½" asphalt overlay placed on it this year. Mud Creek Road, from IL Rt. 2 to Mt. Morris will also receive a 1 ½" asphalt overlay this year. These 9.14 miles of asphalt overlays are expected to cost nearly $1.250M.

Finally, Lowell Park Road, from Oregon Trail Road to Mt. Morris will receive a microsurfacing pavement preservation application. The bituminous surface of this roadway segment has prematurely oxidized and this application will arrest that situation.

These maintenance and overlay projects will be paid for with Motor Fuel Tax, Federal Surface Transportation Rural and Local Matching Funds.

Subdivisions and Development

Over the past several years, overseeing the construction of residential subdivision streets and drainage improvements has increased tremendously. However, due to the economic downturn, it is not anticipated that there will be any more than 3 County subdivisions constructed in 2009.

Long Range Planning

As is the case every year, there are a great number of projects in the Long Range Planning category. Some of these are familiar, some are not. A number of the projects, which were in this portion of the Annual Report in the past, have moved into the **2008 Construction Projects** or the **2009 Construction Projects** sections of this Annual Report. The priority of projects in this category is very fluid as well.

Long range planning for highway infrastructure is necessary for many reasons. Simple highway maintenance projects can be done quickly. However, highway improvement projects take much longer. These projects typically involve the acquisition of right-of-way. To determine if any new right-of-way is required for a project, some preliminary engineering must be performed. If it is determined that right-of-way is required, environmental, archeological, and cultural issues arise. These issues are in addition to actually acquiring the right-of-way by negotiation. To navigate these hurdles, we normally begin designing and coordinating highway improvement projects 3-5 years before they are constructed.

Another reason for long range planning is financial. There are more necessary improvements to the Ogle County Highway System than there is tax money to make the improvements. By performing Long Range Planning, outside sources of funding are more willing to invest in a plan that is already on paper than a plan that is only in the idea stage. This Long Range Planning indicates to those outside funding sources a local commitment to making these highway improvements. Long Range Planning is actually tool that is being used to secure funding for Ogle County Highway projects from outside funding sources.

There are three areas of interest in the Rochelle area when it comes to planning for future highway improvements. The first area already has construction underway, the **Steward Road corridor**. Future improvements will be based upon development rates and levels of increased traffic. The planned improvements include a three lane design from Main Street to IL 251 and major intersection improvements at Main Street and at IL 251.

The second area of interest involved with this Long Range Planning report is the **Flagg Road corridor**. While improvements will be completed from IL 251 to the Rochelle Township High School by the fall of 2009, there are further improvements necessary. Design is underway for improvements to Flagg Road from Flagg Center to Queens Road. Kings Crossing subdivision will be making improvements to Flagg Road from the Rochelle Township High School towards Queens Road which will include upgrades to the intersection at 20th Street.

The third area of interest in the Rochelle area is the Southwest Rochelle Truck Loop. This will include improving **Brush Grove, Gurler, Titus and Thorpe Roads** to 80,000# capacity, and constructing a roadway connection between Thorpe Road and **Center Road.** Once those improvements are made, a new interchange with I-88 near Thorpe Road in Lee County should be planned.

Not all the Long Range Planning is occurring around Rochelle though. This office is planning for improvements to **Lindenwood Road** from IL 251 to the DeKalb County line and improvement to **German Church Road**, from IL Rt. 64 to the Byron Nuclear Station.

In addition, improving **Montague Road** to an 80,000# truck route, from Rock City Road to

Rockford, is still being planned. Ogle and Winnebago Counties will each have segments of highway to be improved with this project. A project new to this category in 2005 was the improvement of **Coffman Road** and **Rock City Road** to a hot mix asphalt surface. This year we added proposed improvements to **Penn Corner Road** at Harvey Road to the list of projects that preliminary engineering is being performed on. Finally, with the tremendous results from the Pines Road/Gale Road intersection re-alignment, design began on the future re-alignment of the **Pines Road/Angus Road** intersection.

As you can tell, Ogle County is planning for future infrastructure improvements. In order to properly prepare for these improvements, this department must anticipate change and act on it before being overwhelmed by the change. Long range planning is the only way to make this happen. Remember: Long Range Planning is just that ...Planning for the Long Range.

Conclusion

In this year′s report we not only supplied descriptions of projects from 2008, 2009 and the future, we also supplied a summary of our success in obtaining funding from sources other than County property taxes to fund these projects.

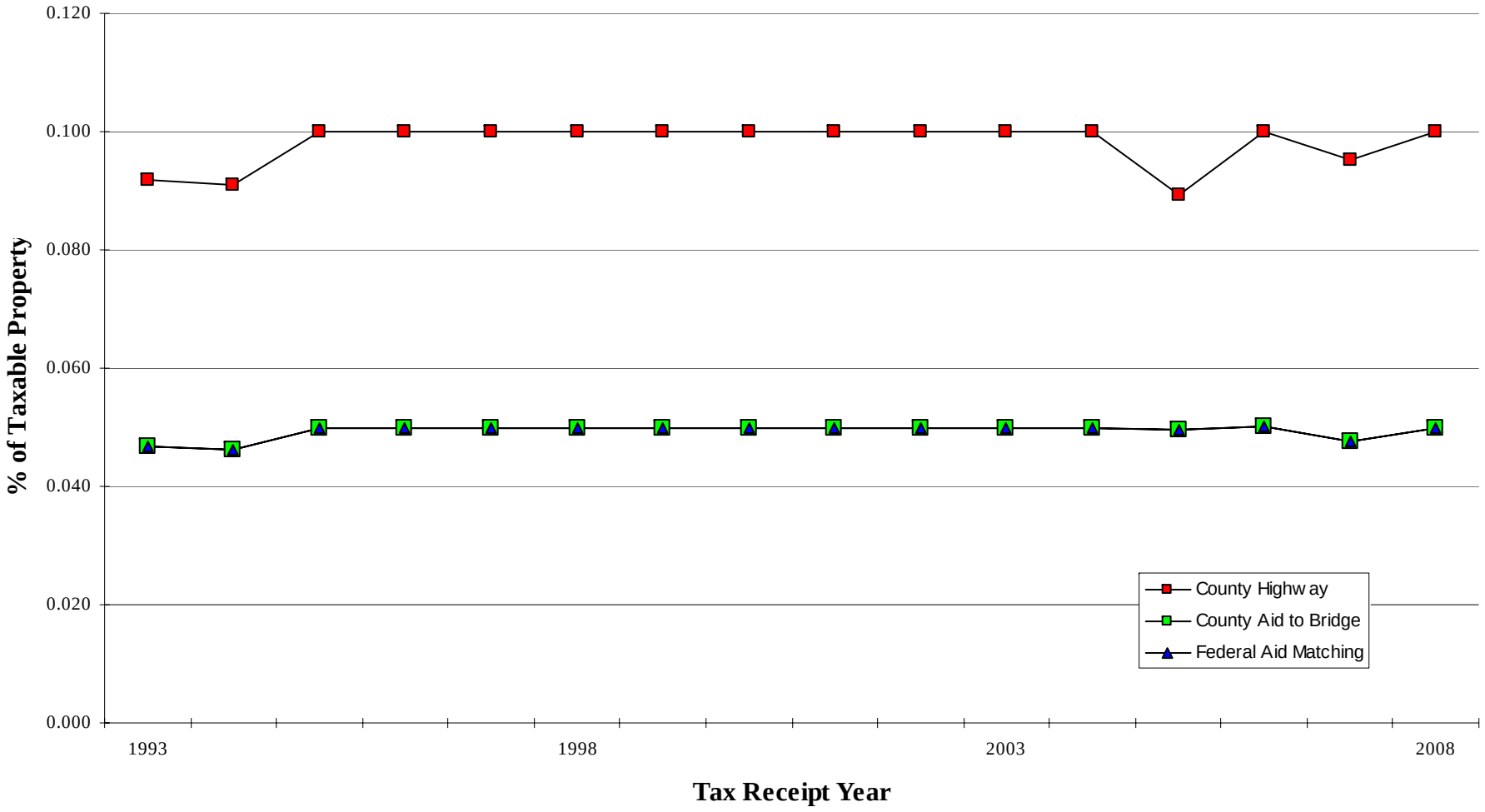
It takes quite an effort to successfully acquire funding from sources other than County property taxes to fund highway improvements. It takes vision, planning, cooperation, contact development and confidence in the plan. Once the funding is acquired it also takes a qualified staff to oversee the construction funded by these sources. If the Department cannot follow thru with the design and construction once the funding is attained, there will be no further funding for subsequent projects. Fortunately the Ogle County Highway Department has developed an experienced, professional staff that can attain the funding, oversee construction of the projects, and track utilization of the funds in a stellar manner.

So when someone asks "How much work has the Ogle County Highway Department overseen since 2003?", the answer would be $21.919 million County, $11.49 Township, $16.574 from Outside Sources and $3.597 million from FHWA, **more than $53.58 million** in the past 6 years!

In closing, I would be amiss to neglect thanking those persons who participated in the completion of this year's program. I thank the **employees** of the Ogle County Highway Department for their dedication and hard work. I thank the **motorists of Rochelle** for their patience during the 2008 and 2009 area projects**.** I thank all the **residents of Ogle County** for their continued support of their Ogle County Highway Department. As always, I also want to thank this **County Board** for your continued support in allowing those long range projects to turn into reality. The Ogle County highway system is a transportation infrastructure of which we can all be proud.

Curtis D. Cook, P.E.
Ogle County Engineer

Ogle County Highway Department
Historical Tax Rates, 1993-2008



Ogle County Highway Improvement Projects

N
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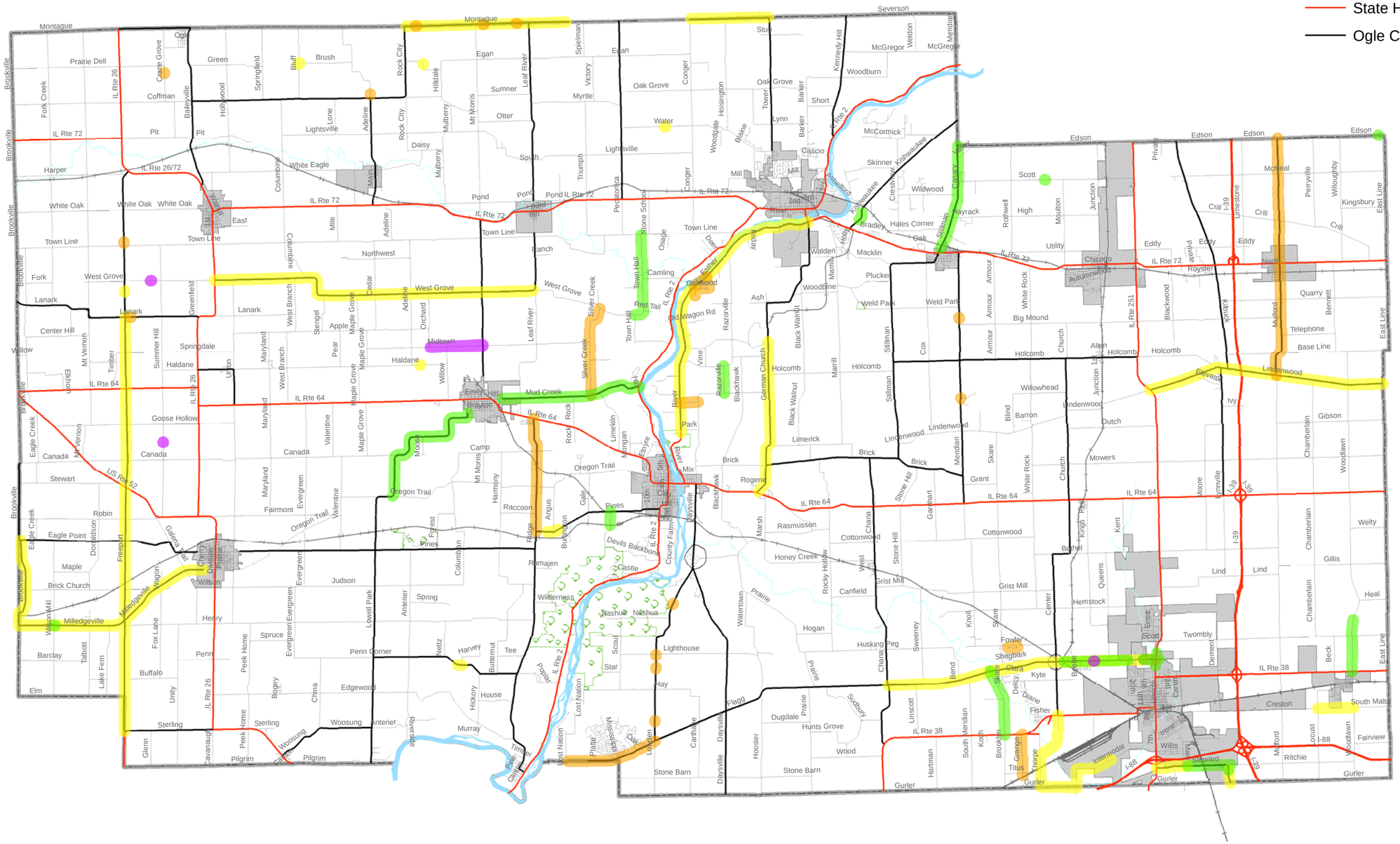
S

- Future
- 2010
- 2009
- 2008
- Other Roads
- State Highway
- Ogle County Road



0 1 2 3 4 5 6 7 8 Miles

Ogle County GIS
January, 2009

OGLE COUNTY
GIS

Assembled by the Ogle County GIS Partnership
February 17, 2009