

BRICK STREETS PLAN



**City of Rock Island
Community & Economic Development Department
Planning & Redevelopment Division**

Rock Island Preservation Commission

Adopted 1988 by Rock Island City Council

**Amended:
January 23, 2012
August 22, 2011
March 28, 2005
April 10, 2000
May 12, 1997
September 14, 1992**

Rock Solid. Rock Island.

1899 - The first brick pavement was laid in the Tri-Cities on the corner of Twentieth Street and Second Avenue, Rock Island. The first brick was placed by Mayor William McConachie. Civil Engineers for the project was H.G. Paddock.

-- From Historical Souvenir of Moline and Vicinity, 1909

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Executive Summary

The Brick Streets Plan has been created for the purpose of preserving the best of Rock Island's brick streets. Brick streets are an asset to the community and provide a very real sense of "time and place" in a residential neighborhood. The longevity of Rock Island's remaining brick streets attest to their durability and economic value. Though costly to install, these streets last for generations and add significant beauty and history to the area.

Prioritization List

The Prioritization List is the handy, short-form of the Brick Streets Plan. This list includes all of Rock Island's brick streets, their prioritization for preservation in categories one through four, and some short explanations about the extent of preservation for each category. The list also shows those streets which have been resurfaced since the Brick Streets Plan was first adopted in 1988.

Map of Brick Streets

This map visually locates all of Rock Island's brick streets and codes categories one through four in color.

Methodology

The Brick Streets Plan was created by the Brick Streets Subcommittee of the Rock Island Preservation Commission and the City's Planning and Redevelopment Division. It was adopted by Rock Island City Council in 1988, and amended in 1992, 1997 and 2000. In 2000, there were substantial policy enhancements to the Brick Streets Plan, with the addition of sections on Repair & Maintenance and Reconstruction. With the need to add these new policies and the desire to streamline the 1988 document, a redesigned Brick Streets Plan was provided in 2000.

Background and Information

The original plan conducted research into the circumstances leading to the development of Rock Island's brick streets and the 1988 condition of the streets and adjoining structures. This version pulled substantial information from the original plan regarding the history of brick street construction in Rock Island, condition of brick streets, utilities, street standards, owner-occupancy statistics, and architectural integrity rankings. These items all related to the assumptions made in forming the Brick Streets Plan general recommendations and in creating the final prioritization list.

Recommendations to Preserve Rock Island's Brick Streets

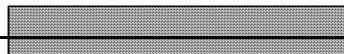
Four categories were created, ranging from restoration recommendations to identifying those appropriate for resurfacing. Five street sections were recommended for restoration, including Highland Park Historic District and 12th Street. In the original plan seventeen streets were in category two, which merit preservation. Three streets were in category three for further study needed, while 17 streets were put into category four without preservation restriction. Since then, amendments have been made that move some streets from one category to another. In addition, some brick streets have been paved over. The list on page 5 will always be the most current list, including all amendments.

Brick Streets Repair & Maintenance Policies

Category one and two streets have had policies preserving the street surface in instances of excavation since the Plan was originally adopted in 1988. However, there were no provisions for long term brick street maintenance until 2000. That year, the Rock Island City Council created a special set-aside for brick streets maintenance equal to 5% of the annual streets maintenance budget. These funds will provide for the removal of patches, leveling of surfaces and other repairs necessary to improve rideability.

Brick Streets Reconstruction Policy

The 2000 revised version of the Brick Streets Plan created a procedure for brick streets reconstruction utilizing a special service area. The cost-sharing of the reconstruction will be negotiated between adjacent property owners and the City of Rock Island. This section also formally defines the difference between “repair” and “reconstruction.”



Brick Streets Prioritization List

Category 1: These Highland Park Historic District brick streets are so important to Rock Island that they should be restored to their original appearance. These bricks should be replaced and the disturbed areas restored to their former appearance. Additional efforts should be made to actually *restore* these brick streets when funds are available. In addition, 12th Street is the longest uninterrupted stretch of brick paving in the city and a unique example of this type of public work. The Preservation Commission would also like to see eventual restoration of 12th Street.

16th Avenue, 20th to 22nd Streets
17th Avenue, 20th to 22nd Streets

12th Street, 18th to 46th Avenues
21st Street, 16th to 18th Avenues
22nd Street, 16th to 18th Avenues

Category 2: These streets are important enough to merit preservation, but not so important as to merit restoration. These bricks should be replaced and the disturbed areas restored to their former appearance.

8th Avenue, 14th to 17th Streets
8th Avenue, 17th to 19th Streets
~~9th Avenue, 14th to 17th Streets~~
9th Avenue, 27th to 30th Streets
10th Avenue, 43rd to 45th Streets
13th Avenue, 25th to 30th Streets
13th Avenue, 45th to 46th Streets
14th Avenue, 7th to 9th Streets
22 1/2 Avenue, east of 29th Street

22nd Street, 7th to 9th Avenues
23rd Street, 10th to 12th Avenues
29th Street, 8 1/2 to 9th Avenues
33rd Street, 14th to 18th Avenues
41st Street, 6th to 7th Avenues
42nd Street, 6th to 7th Avenues
43rd Street, 6th to 7th Avenues
45th Street, 5th Avenue to 10th Avenues

Category 3: The following streets should go to the Preservation Commission for further comment before resurfacing or repairs commence due to the questionable potential for preservation.

6th Avenue, 17th to 19th Streets

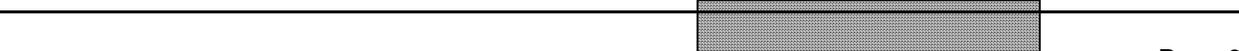
~~34th Street, 7th to 10th Avenues*~~
41st Street, 7th Avenue to 8th Avenue

Category 4: Resurfacing and patching with materials other than brick are allowed on these streets.

3rd Avenue, 24th to 25th Streets
6th Avenue, 9th to 12th Streets
6th Avenue, 24th to 26th Streets
8th Avenue, 10th to 12th Streets
8th Avenue, 27th to 29th Streets
~~8th Avenue, 38th to 41st Streets*~~
16th Avenue, 11th to 12th Streets
19th Avenue, 4th to 5th Streets
19th Avenue, 17th to 21st Streets
~~22nd Avenue, 29th to 30th Streets*~~

2nd Street, 3rd to 4th Avenues
8th Street, Centennial Expressway south to 4th Ave.
8th Street, 11th to 12th Avenues
9th Street, 3rd to 4th Avenues
~~12th Street, 46th Avenue southwest to 11th Street*~~
21st Street, 3rd to 6th Avenues
23rd Street, 2nd to 3rd Avenues
27th Street, 4th to 5th Avenues
41st Street, 8th Avenue to Lincoln Park
43rd Street, 5th to 6th Avenues
46th Street, 13th to 14th Avenues

** The strikeout indicates a street which has been resurfaced since the plan was originally adopted in 1988.*





BRICK STREET MAP

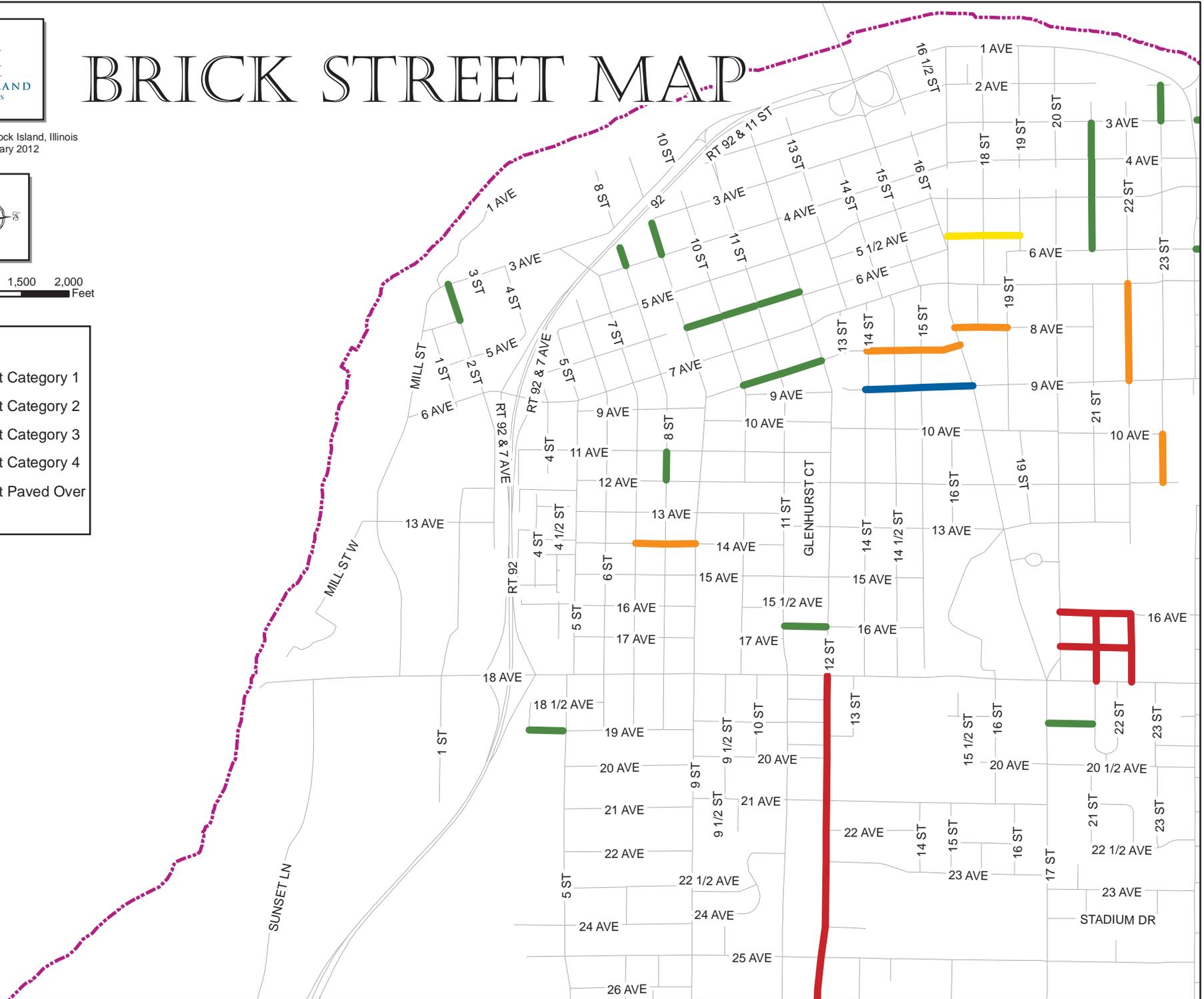
Prepared by: City of Rock Island, Illinois
Updated January 2012



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Legend

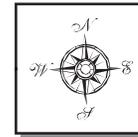
- █ Brick Street Category 1
- █ Brick Street Category 2
- █ Brick Street Category 3
- █ Brick Street Category 4
- █ Brick Street Paved Over
- Roads



BRICK STREET MAP



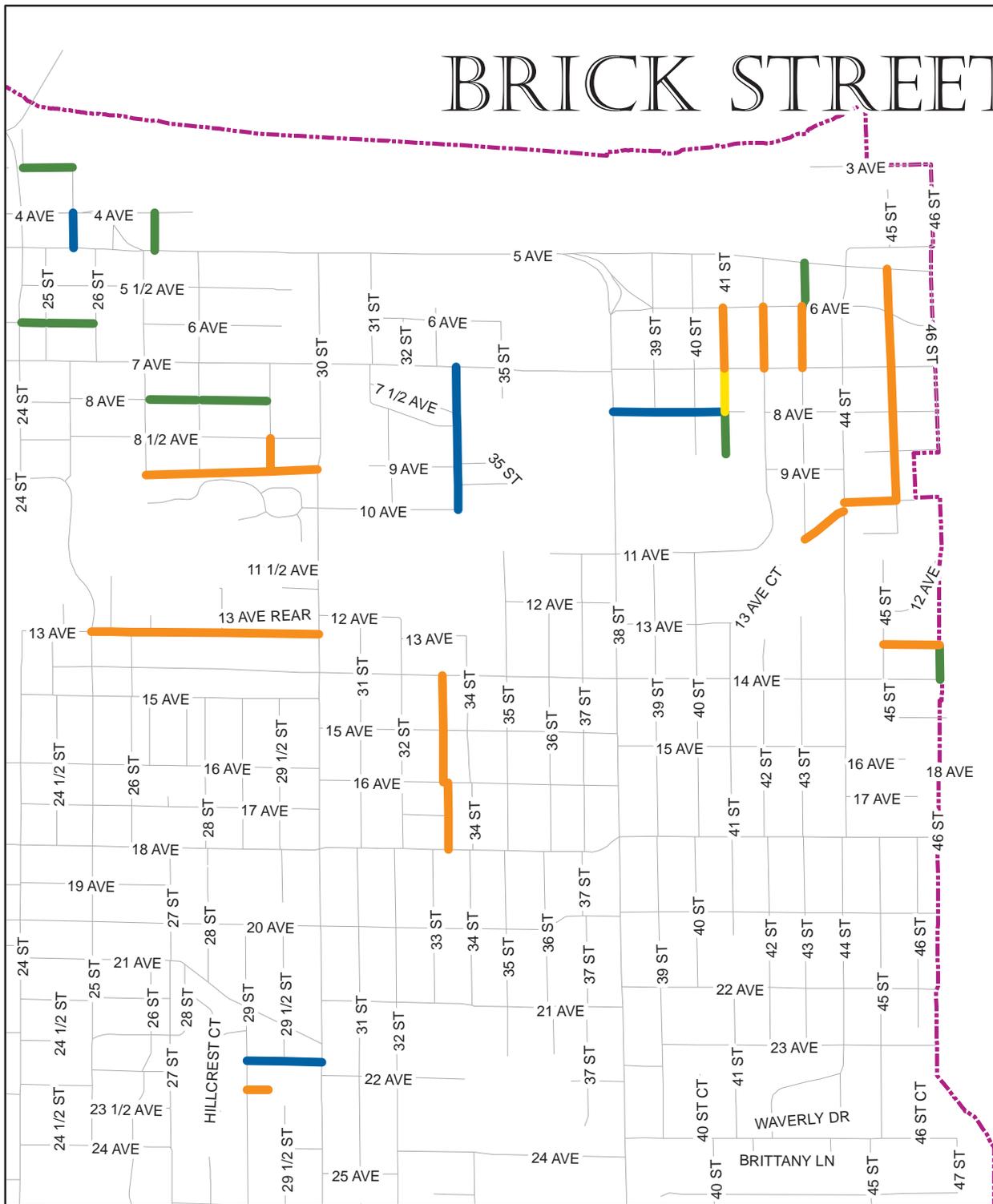
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Updated January 2012



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- █ Brick Street Category 1
- █ Brick Street Category 2
- █ Brick Street Category 3
- █ Brick Street Category 4
- █ Brick Street Paved Over
- Roads





Prepared by: City of Rock Island, Illinois
Updated January 2012

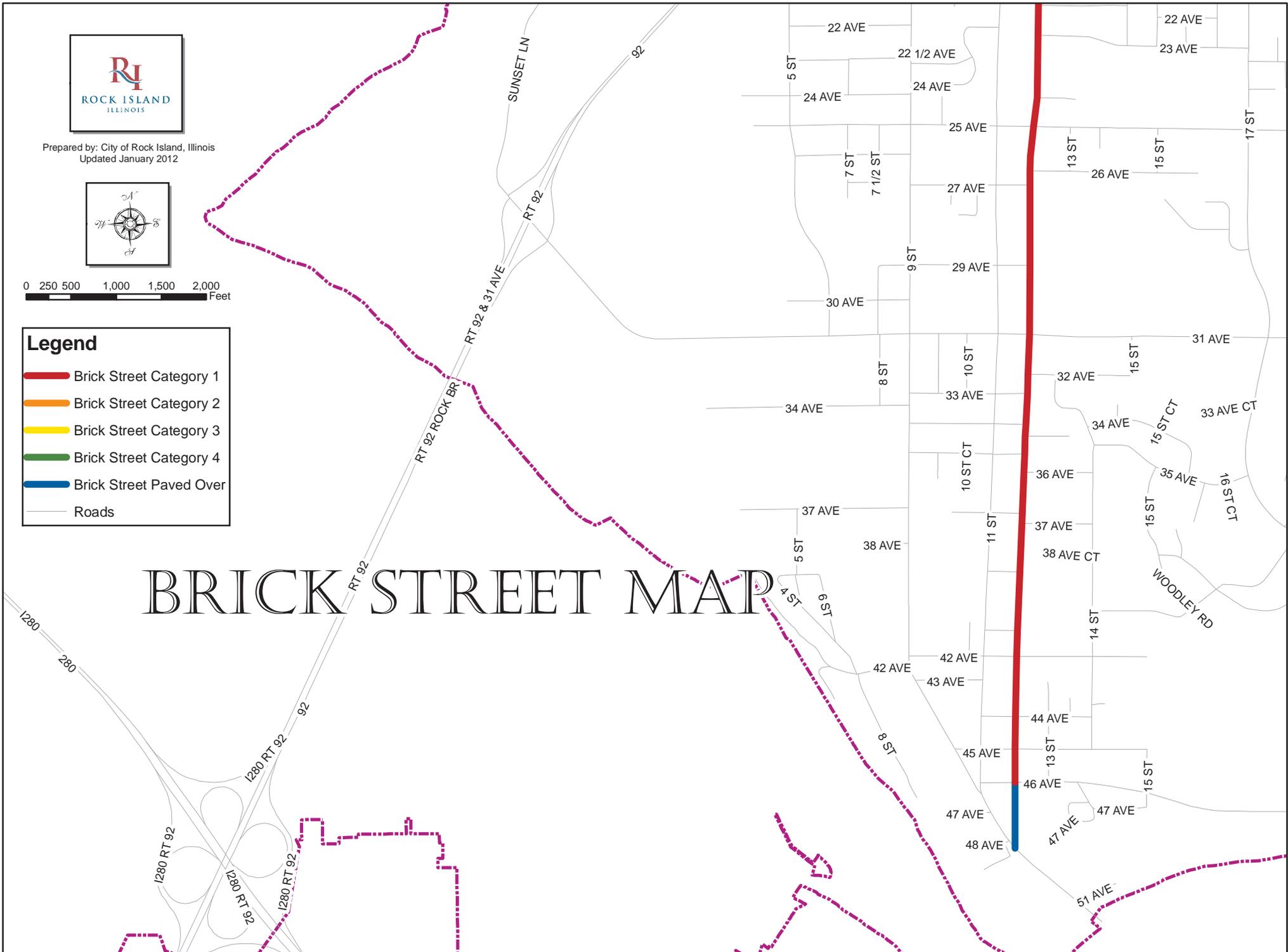


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Legend

-  Brick Street Category 1
-  Brick Street Category 2
-  Brick Street Category 3
-  Brick Street Category 4
-  Brick Street Paved Over
-  Roads

BRICK STREET MAP



Methodology

In 1984, shortly after the Rock Island Preservation Commission was established, issues related to brick streets preservation were brought to the group's attention. By 1988, the Commission's Brick Streets Subcommittee and Planning & Redevelopment Division staff had created a methodology to study brick streets in Rock Island and establish priorities for their preservation. This 2000 redesign of the Brick Streets Plan pulls many excerpts from the original 1988 plan document. The original plan was amended in 1992, 1997 and 2000 when prioritization of specific streets were changed as a result of further study in some of Rock Island's older neighborhoods and missed brick streets were added to the prioritization list. In 2000, the plan was also redesigned to eliminate some redundancies and add elements related to repair, maintenance and reconstruction policies. Please note that some of the 1988 data is based on sections of streets not exactly matching the prioritization list. For instance, 13th Avenue is actually brick from 25th to 30th Streets, but some 1988 data indicates the study section to be 25th to 29th Streets.

First, existing brick streets in 1988 were identified. Then, these streets were analyzed in terms of condition of the paving and architectural and structural condition of the buildings abutting them. With assistance from the Public Works Department, utilities and street standards were also identified. After factoring in these street and building condition variables, the Preservation Commission recommended the streets be split into five categories. The 1997 amendment to the Brick Streets Plan combined category one (Highland Park Historic District) and category five (12th Street) because the recommendations were essentially the same. Today, there are four brick street categories, with separate preservation recommendations for each. These recommendations range from restoration to no preservation.

In late 1999, City Council requested the Preservation Commission look again at the Brick Streets Plan, specifically the repair and reconstruction provisions. The 1988 plan was largely silent on these provisions, with the exception of utility cuts, so Planning & Redevelopment Division staff canvassed 25 other communities for their practices on brick streets preservation, repair and reconstruction. The survey conclusions and ultimate city council recommendations regarding these items are included in this plan. While the prioritizations and basic preservation recommendations changed very little in 2000, a major maintenance program was implemented and policy changes were recommended for brick streets reconstruction.

This Brick Streets Plan was created through the efforts of the Rock Island City Council, Rock Island Preservation Commission, Rock Island Planning & Redevelopment Division and Rock Island Public Works Department.

History of Brick Street Construction in Rock Island

As street construction technology developed in the late 19th and early 20th centuries, many streets in Rock Island were paved with brick. Only about eight miles of these streets remain. The lengths of the remaining segments of the brick streets range from 29 blocks to several segments on just one block. The vast majority of the city's original brick streets have been paved over with asphalt.

Unfortunately, little is known about the history of brick streets in Rock Island.

Brick paving developed out of a need to pave the dirt streets of the city. At the turn of the century, concrete was of poor quality, durability and life span, and asphalt was not yet invented, so fire hardened bricks were the ideal paving substance. Individually manufactured, easy to transport and lay, brick paving fit well with the necessarily labor intensive construction processes of the era.

There were many, many brick companies that manufactured paving bricks in the 1890s and 1900s. The giant of the industry, the Purington Brick Company of Galesburg, Illinois, was the company that produced the vast majority of bricks used in Rock Island. The Purington Company, founded in 1877, routinely shipped bricks west to Denver, north to Minneapolis, south to Louisville and east to Chicago. The company filled single orders all over the world. Purington also had the distinction of providing bricks for the Panama Canal.

Rock Island was the first city in western Illinois and eastern Iowa to make wide spread use of brick paving. The first street in what is now known as the Quad Cities to be paved was Rock Island's 2nd Avenue from 15th to 20th Streets. It was paved in 1889 (*Argus*, December 31, 1925). The *Argus* also reported on many delegations from cities within a 200 mile radius that came in the 1890s to inspect Rock Island's brick streets.

Few records exist documenting when streets were paved and who did the paving. Those records that do exist are found in City Council ordinances authorizing the paving of various city streets. These ordinances were passed between 1889 and 1919.

The ordinance approving the first brick street in the city was reprinted in the March 18, 1889 *Argus*. The article is as follows:

At the meeting of the City Council this evening, Alderman Negus will present an ordinance prepared by City Attorney McEniry for the paving of Second Avenue, from 20th Street west to 14th, with specifications as follows:

Cut stone shall be set on each side of the Street at the outer line of the respective sidewalks. The curb stone shall be of the best quality of limestone, so section shall be less than three feet long, two feet deep, and five inches thick when dressed. The top edge shall have a bevel of one half inch, and neatly bush hammered not less than 12 inches down from the top. The ends shall be dressed smooth so as to make close joints through the full thickness of the stone not less than one foot down from the top, and the brick side of the stone shall be dressed to a uniform thickness of five inches, at least eight inches down from the top. The excavating and grading shall be at such a depth as will cause the top of the pavement when laid, to conform to the respective established grades of said streets between said points as said grade has here-to-fore been established by said City of Rock Island, and the said pavement herein provided for, shall, when laid, conform to said grade.

On the road bed thus formed, there shall be put a bottom layer of concrete, to be laid at a depth of six inches over the entire road bed to the satisfaction of the superintendent of streets, and the street and alley committee. On the foundation there must be laid clear river sand to the depth of three inches, which shall be raked into an even layer, and the roller passed over three times. On this preparation there shall be laid stone blocks in uniform courses, perpendicular to the surface at right angles to the line of the pavement, except at street intersections: they shall be laid diagonally to a true smooth crown in accordance with the grade of the street.

All courses are to be laid so as to break joints with adjoining courses with a lap not less than two inches; when thus laid the blocks shall be immediately covered with river sand and raked when dry until all joints become filled therewith, and the block shall be thoroughly rammed with rammers from 75 to 80 pounds in weight into a firm unyielding bed with a uniform surface and with a proper grade and crown. The whole shall then be covered one inch deep with clear river sand. Said street shall be excavated, graded, improved and paved as aforesaid the whole width of the same between said curb stones, except the street and alley intersections hereby ordered to be excavated, graded, improved, and paved afore said to-wit:

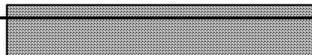
The intersection of Second Avenue with 14th, 15th, 16th, W. 17th, 17th, 18th, 19th, and 20th Streets respectively; which said intersections shall be so graded, improved and paved to the full width of the same; that is to say, the width of 80 feet.

Until at least 1921 all paving done in Rock Island was authorized by a City Council ordinance similar to the one above. They were very detailed, and in all cases the Rock Island City Council ordinances required that the paving consist of a layer of sand over the bed, a four to six inch layer of concrete over the sand, another layer of packed sand over the concrete, and bricks over that. However, Rock Island Public Works employees, in excavating to repair water mains, report that many times they find only brick and sand laid on dirt. It is possible the poor quality concrete underlayment of Rock Island's earliest brick streets has disintegrated to dirt and gravel.

The year of construction has been determined for some of the streets. They are as follows:

Highland Park Historic District	1897-1900
6 th Avenue, 9 th to 12 th Streets.....	1917
6 th Avenue, 17 th to 19 th Streets.....	Unknown
6 th Avenue, 24 th to 26 th Streets.....	Unknown
8 th Avenue, 14 th to 17 th Streets.....	Unknown
8 th Avenue, 17 th to 19 th Streets.....	1916
8 th Avenue, 27 th to 29 th Streets.....	Unknown
8 th Avenue, 38 th to 41 st Streets.....	1914
9 th Avenue, 14 th to 17 th Streets.....	Unknown
9 th Avenue, 27 th to 30 th Streets.....	1914
10 th Avenue, 43 rd to 45 th Streets.....	Unknown
13 th Avenue, 25 th to 30 th Streets.....	1921
13 th Avenue, 45 th to 46 th Streets.....	Unknown
14 th Avenue, 7 th to 9 th Streets.....	Unknown
19 th Avenue, 4 th to 5 th Streets.....	Unknown
19 th Avenue, 17 th to 21 st Streets.....	Unknown
22 2 Avenue, east of 29 th Street.....	Unknown
9 th Street, 3 rd to 4 th Avenues.....	Unknown

12 th Street, 18 th to 46 th Avenues.....	1895-1906
21 st Street, 1 2 to 6 th Avenues.....	1901
22 nd Street, 7 th to 9 th Avenues	1899
23 rd Street, 2 nd to 3 rd Avenues.....	Unknown
23 rd Street, 10 th to 12 th Avenues.....	Unknown
33 rd Street, 14 th to 18 th Avenues.....	1919
34 th Street, 7 th to 9 2 Avenue	Unknown
41 st Street, 6 th to 8 2 Avenues.....	1916
42 nd Street, 6 th to 7 th Avenues	1916
43 rd Street, 5 th to 10 th Avenues.....	1916
45 th Street, 5 th to 10 th Avenues.....	Unknown
46 th Street, 13 th to 14 th Avenues.....	Unknown



Condition of Brick Streets

The structural conditions of the brick streets were analyzed. Specifically, each street's base, crown, drainage and rideability were investigated.

A poor base condition indicates repair will be needed in the near future and would be costly.

A street with drainage problems is not an optimal candidate for preservation for two reasons:

- (1) Moisture on the street, whether in the form of water or ice, causes brick streets to become slippery and hazardous. Poor drainage means this moisture stays on the street for a longer period of time.
- (2) Moisture that is trapped on the street due to poor drainage tends to seep into the street's base, where the freeze/thaw cycle will cause the street's base to deteriorate.

A poor crown is indicative of drainage problems.

The Rock Island Engineering Division reviewed the structural condition of brick streets. Their analysis produced the following lists and chart. Data is not available for some of the minor brick street sections.

Streets With Few Structural Problems

Highland Park Historic District
8th Avenue, 14th to 17th Streets
8th Avenue, 17th to 19th Streets
8th Avenue, 27th to 29th Streets
9th Avenue, 27th to 30th Streets
14th Avenue, 7th to 9th Streets
19th Avenue, 17th to 21st Streets
9th Street, 3rd to 4th Avenues
22nd Street, 7th to 9th Avenues
23rd Street, 10th to 12th Avenues
42nd Street, 6th to 7th Avenues
43rd Street, 5th to 10th Avenues
45th Street, 5th to 10th Avenues

Streets With Some Structural Problems

6th Avenue, 17th to 19th Streets
6th Avenue, 24th to 26th Streets
8th Avenue, 38th to 41st Streets
12th Street, 18th to 46th Avenues
21st Street, 3rd to 6th Avenues
33rd Street, 14th to 18th Avenues
34th Street, 7th to 10th Avenues

Streets With Many Structural Problems

6th Avenue, 9th to 12th Streets
9th Avenue, 14th to 17th Streets
13th Avenue, 25th to 30th Streets
13th Avenue, 45th to 46th Streets
22nd Avenue, 29th to 30th Streets
41st Street, 6th to 8th Avenues
46th Street, 13th to 14th Avenues

Engineering Division Analysis of Brick Streets Conditions

Brick Street Section	Crown Condition	Drainage Problems	Base Condition	Ride-ability
Highland Park Historic District	Good/Fair	None	Fair	Average
6 th Avenue, 9 th to 12 th Streets	Flat	Yes	Average	Average
6 th Avenue, 17 th to 19 th Streets	Good	Yes	Good/ Average	Average
6 th Avenue, 24 th to 26 th Streets	Average	Yes	Bad	Poor
8 th Avenue, 14 th to 17 th Streets	Good	None	Good	Average
8 th Avenue, 17 th to 19 th Streets	Good	None	Good	Good
8 th Avenue, 27 th to 29 th Streets	Good	None	Average	Average
8 th Avenue, 38 th to 41 st Streets	Good	None	Poor	Poor
9 th Avenue, 14 th to 17 th Streets	Bad	Yes	Fair/Poor	Average/ Poor
9 th Avenue, 27 th to 30 th Streets	Good	Yes	Fair	Average
10 th Avenue, 43 rd to 45 th Streets	Adequate	Yes	Average/ Poor	Average
13 th Avenue, 25 th to 30 th Streets	Flat	None	Curb and Gutter Settlement	Average
13 th Avenue, 45 th to 46 th Streets	Flat	None	Poor	Average
14 th Avenue, 7 th to 9 th Streets	Good	Yes	Average	Average
19 th Avenue, 17 th to 21 st Streets	Fair	None	Good	Good
22 nd Avenue, 29 th to 30 th Streets	Flat	Yes	Poor	Poor
9 th Street, 3 rd to 4 th Avenues	Good	None	Average	Average
12 th Street, 18 th to 46 th Avenues	Good/Poor	W. Side- 25-30 Ave	Average	Average
21 st Street, 3 rd to 6 th Avenues	Excessive	None	Average	Average
22 nd Street, 7 th to 9 th Avenues	Good	None	Average	Average

23 rd Street, 2 nd to 3 rd Avenues	Flat	Yes	Poor	Poor
23 rd Street, 10 th to 12 th Avenues	Average	None	Average	Average
Brick Street Section	Crown Condition	Drainage Problems	Base Condition	Ride-ability
33 rd Street, 14 th to 18 th Avenues	Good/Fair	Yes	Settlement	Average
34 th Street, 7 th to 10 th Avenues	Good/Bad	None	Poor	Poor
41 st Street, 6 th to 8 th Avenues	Bad	None	Fair/Poor	Average
42 nd Street, 6 th to 7 th Avenues	Good	None	Good	Good
43 rd Street, 6 th to 7 th Avenues	Good	None	Average	Average
45 th Street, 5 th to 10 th Avenues	Good	None	Good/ Average	Good/ Average
46 th Street, 13 th to 14 th Avenues	Good	Yes	Average	Average

In addition to structural conditions, surface conditions were also analyzed. Concrete or asphalt patching can impact the rideability as well as the visual appearance of the street. While a few of Rock Island's brick streets may feature a full driving lane that is concrete, most of the brick streets are only one to ten percent patched. In 1988, the streets with the most loss of original surface material included 6th Avenue from 9th to 12th Streets; 22nd Avenue from 29th to 30th Streets (now totally resurfaced); and 23rd Street from 10th to 12th Avenues.

Street	Sq. Ft. Area of Patches	Percent of Street Patched
Highland Park Historic District	6566.1	8.61
6 th Avenue, 9 th to 12 th Streets	8004.0	33.44
6 th Avenue, 17 th to 19 th Streets	1303.2	7.30
6 th Avenue, 24 th to 26 th Streets	956.0	5.40
8 th Avenue, 14 th to 17 th Streets	1351.0	4.20
8 th Avenue, 27 th to 29 th Streets	616.3	3.20
8 th Avenue, 17 th to 19 th Streets	1134.0	9.60
8 th Avenue, 38 th to 41 st Streets	2642.0	12.18
9 th Avenue, 14 th to 17 th Streets	734.7	5.99
9 th Avenue, 27 th to 30 th Streets	433.5	1.33

10 th Avenue, 43 rd to 45 th Streets	794.2	4.17
13 th Avenue, 25 th to 30 th Streets	3293.5	5.74
Street	Sq. Ft. Area of Patches	Percent of Street Patched
13 th Avenue, 45 th to 46 th Streets	869.6	8.46
14 th Avenue, 7 th to 9 th Streets	232.5	1.94
19 th Avenue, 4 th to 5 th Streets	356.3	4.72
19 th Avenue, 17 th to 21 st Streets	429.0	7.25
22 nd Avenue, 29 th to 30 th Streets	232.0	52.76
9 th Street, 3 rd to 4 th Avenues	362.4	3.72
12 th Street, 18 th to 46 th Avenues	10,026.3	5.39
21 st Street, 3 rd to 6 th Avenues	1387.4	4.34
22 nd Street, 7 th to 9 th Avenues	1433.0	4.88
23 rd Street, 2 nd to 3 rd Avenues	1411.8	11.93
23 rd Street, 10 th to 12 th Avenues	4044.0	28.30
33 rd Street, 14 th to 18 th Avenues	1256.0	3.82
34 th Street, 7 th to 9 th Avenues	800.6	3.46
41 st Street, 6 th to 8 th Avenues	1843.8	7.16
42 nd Street, 6 th to 7 th Avenues	750.0	7.95
43 rd Street, 5 th to 7 th Avenues	546.0	0.74
45 th Street, 5 th to 10 th Avenues	1748.0	3.97
46 th Street, 13 th to 14 th Avenues	478.0	7.36

Note: This table was revised in 2000 due to the inaccuracy of several figures from the original 1988 plan. It is believed incomplete tabulations were used.

Utilities and Brick Streets

Though streets with utilities running beneath them are less than optimal candidates for preservation, there are no brick streets in the city that are free of utilities.

Nearly all of the brick streets have one water main ranging from four to ten inches AND one sewer line ranging from four to six inches running beneath them. In Highland Park Historic District, most sewer lines follow the alleys, so there are fewer utilities beneath the brick streets.

In 1988, Iowa-Illinois Gas and Electric Company and Illinois Bell declined to provide information on their utilities that run beneath any brick streets.

Brick Streets With Many Utility Lines Beneath Them

8 th Avenue, 27 th to 29 th Streets.....	2- 6" Water Mains
6 th Avenue, 17 th to 19 th Streets.....	1- 30" Sewer and 1- 6" Water
22 nd Street, 7 th to 9 th Avenues	Force Main and 1- 10" Sewer

Utility Cuts

Utility cuts are the most common surface disturbance in local streets. Patching the holes that are made by utility cuts are covered under Article III, Chapter 13 of the Code of Ordinances of the City of Rock Island.

The excavation of utility cuts is made by private contractors after receiving a city permit. However, patching the utility cut is accomplished by city contracted crews, with the person who caused the utility cut reimbursing the city for the cost of the resurfacing. The resurfacing material (concrete, asphalt or brick) and cost are determined by the City's Engineering Division through referencing the Brick Streets Plan. Some utility companies (MidAmerican Energy and cable, etc.) are granted variances from this practice in their franchise agreements. These companies with variances are still required to obtain permits, have work inspected and patch with type of material determined by the City Engineer.

Restoration of brick pavement costs three to four times as much as patching utility cuts with asphalt. Further, the difference between the cost of brick patching and asphalt patching becomes greater as the size of the job increases. This is due to the fact that brick replacement, which is labor intensive with relatively fixed per unit costs, cannot compete with the advantage of mechanization and efficiencies of scale allowed through asphalt patching. Recently, brick patch bids have been relatively low because they are such a small percentage of patch work the city contracts.

The Rock Island City Engineer bids costs per square yard for patching material. They are on the next page. You can see that bid prices have increased since 1988.

Patching Material	Cost 1988	Cost 2000
Brick	\$80/sq.yd.	\$98/sq.yd.
Asphalt	\$79/sq.yd.	\$132/sq.yd.
Concrete	\$54/sq.yd.	\$108/sq.yd.

Street Standards

With one exception, all of Rock Island’s brick streets are classified as residential, with fewer than 1000 vehicles passing over them each day. However, brick streets experience more weight and volume than they were originally designed to carry. Under such loads, brick streets begin to exhibit heaving, buckling and rutting that impact the overall street condition.

The only brick street classified by the Illinois Department of Transportation as a collector street is 9th Street. However, the brick section from 3rd to 4th Avenues is the northernmost part of the street and experiences less traffic. Typically, brick streets do not carry truck traffic or MetroLink bus routes.

Rock Island’s brick streets have paving widths that are considered substandard for modern codes. Regardless of surface material, most of Rock Island’s older residential streets fall into the “substandard” category. The Subdivision Ordinance of the Rock Island Municipal Code sets a 25 foot paving width for streets with parking allowed on one side and a 27 foot paving width for residential streets with parking allowed on both sides.

Brick Streets of Standard Pavement Width

6 th Avenue, 17 th to 19 th Streets.....	31.5 feet
8 th Avenue, 14 th to 17 th Streets.....	25.3 feet
8 th Avenue, 17 th to 19 th Streets.....	25.4 feet
9 th Avenue, 27 th to 30 th Streets.....	26.5 feet
13 th Avenue, 25 th to 30 th Streets.....	31.3 feet
12 th Street, 18 th to 46 th Avenues.....	31.3 feet
21 st Street, 3 rd to 6 th Avenues.....	31.4 feet
22 nd Street, 7 th to 9 th Avenues.....	31.3 feet
23 rd Street, 2 nd to 3 rd Avenues.....	37.1 feet
34 th Street, 7 th to 10 th Avenues.....	26.9 feet

Brick Streets of Substandard Pavement Width

Highland Park Historic District	25.3-25.6 feet
6 th Avenue, 24 th to 26 th Streets.....	25.3 feet
8 th Avenue, 14 th to 17 th Streets.....	25.3 feet
8 th Avenue, 27 th to 29 th Streets.....	23.5 feet
8 th Avenue, 38 th to 41 st Streets.....	24.8 feet
9 th Avenue, 14 th to 17 th Streets.....	25.3 feet
10 th Avenue, 43 rd to 45 th Streets.....	25.8 feet
13 th Avenue, 45 th to 46 th Streets.....	25.5 feet
14 th Avenue, 7 th to 9 th Streets.....	25.3 feet
19 th Avenue, 4 th to 5 th Streets.....	25.3 feet
19 th Avenue, 17 th to 21 st Streets.....	25.5 feet
22 nd Avenue, 29 th to 30 th Streets.....	22.6 feet
23 rd Street, 10 th to 12 th Avenues.....	25.3 feet
33 rd Street, 14 th to 18 th Avenues.....	25.2 feet
41 st Street, 6 th to 8 ² Avenues.....	23.2 feet
42 nd Street, 6 th to 7 th Avenues.....	23.2 - 25.3 feet

43 rd Street, 6 th to 7 th Avenues.....	24.4 feet
45 th Street, 5 th to 10 th Avenues.....	24.7 - 25.3 feet
46 th Street, 13 th to 14 th Avenues.....	25.3 feet

Most of the streets in the above list are substandard only because parking is allowed on both sides of the street. Narrowness of the street tends to cause speed to lessen; this is accentuated by the riding surface of the brick street. These are positives for residential areas.

Owner-Occupancy Along Brick Streets

Owner-occupancy can be important to the long-term preservation of brick streets. Owner-occupants are more likely to care about the aesthetics of living along a brick street. They will also be the people responsible for cost-sharing in the reconstruction of a brick street.

In 1988, Planning and Redevelopment Division staff collected data on numbers and percentages of owner-occupied properties abutting brick streets. Vacant parcels were left off the comparison list. Streets were ranked based on the sum of their ranks of the percentage and the number of owner occupied properties.

Owner-Occupied Properties

Overall Rank	Street	Percent Rank	Actual Percent	Number Rank	Actual Number
1	12 th Street, 18 th to 46 th Avenues	5	70	1	105
2	45 th Street, 6 th to 10 th Avenues	7	67	7	28
3	Highland Park Historic District	6	70	5	26
4	8 th Avenue, 38 th to 41 st Streets	4	75	7	21
5	22 nd Avenue, 29 th to 30 th Streets	1	82	10	14
6	33 rd Street, 14 th to 18 th Avenues	10	61	2	31
7	8 th Avenue, 27 th to 29 th Streets	11	59	4	26
8	13 th Avenue, 45 th to 46 th Streets	3	77	13	10
9	13 th Avenue, 25 th to 29 th Streets	17	49	6	26
10	9 th Avenue, 27 th to 30 th Streets	8	65	11	13
11	41 st Street, 6 th to 8 ² Avenues	13	55	8	17
12	22 nd Street, 7 th to 9 th Avenues	16	50	15	9
13	19 th Avenue, 4 th to 5 th Streets	9	64	9	15
14	9 th Avenue, 14 th to 17 th Streets	2	81	25	2
15	23 rd Street, 10 th to 12 th Avenues	14	53	16	8
16	34 th Street, 7 th to 9 ² Avenues	19	42	12	11
17	19 th Avenue, 17 th to 21 st Streets	12	56	16	8
18	6 th Avenue, 24 th to 26 th Streets	21	35	14	9

Overall Rank	Street	Percent Rank	Actual Percent	Number Rank	Actual Number
19	14 th Avenue, 7 th to 9 th Streets	15	50	21	5
20	42 nd Street, 6 th to 7 th Avenues	18	44	19	7
21	43 rd Street, 5 th to 10 th Avenues	20	35	17	8
22	8 th Avenue, 14 th to 17 th Streets	23	32	18	7
23	8 th Avenue, 17 th to 19 th Streets	22	32	23	5
24	21 st Street, 3 rd to 6 th Avenues	25	17	22	5
25	9 th Street, 3 rd to 4 th Avenues	27	16	24	2
26	10 th Avenue, 43 rd to 45 th Streets	24	13	27	0
27	6 th Avenue, 17 th to 19 th Streets	26	0	26	1
28	23 rd Street, 2 nd to 3 rd Avenues	28	0	28	0

Architectural Integrity Along Brick Streets

The ambience of a brick street often relates to the architectural integrity, or architectural purity, of the buildings that make up the neighborhood around the street. Much of the purpose of preserving a brick street is lost if there is nothing the street can relate to in its immediate surrounding.

In 1988, the method to determine architectural integrity was based on a Chicago Landmarks Commission model that ranked structures based on original material remaining. The model is as follows:

- 100 - 80% original exterior materialExcellent integrity
- 79 - 60% original exterior materialGood integrity
- 59 - 40% original exterior materialPoor integrity
- 39 - 0% original exterior materialBad integrity

The Rock Island interpretation of this model made allowances where synthetic siding was present, but the rest of the architectural details were intact.

Good or Excellent Adjacent Architectural Integrity

Overall Rank	Street	Percent Rank	Actual Percent	Number Rank	Actual Number
1	33 rd Street, 14 th to 18 th Avenues	4	85	2	40
2	12 th Street, 18 th to 46 th Avenues	7	75	1	150
3	Highland Park Historic District	5	84	3	31
4	22 nd Avenue, 29 th to 30 th Streets	3	100	7	17
5	13 th Avenue, 45 th to 46 th Streets	2	100	11	10
6	45 th Street, 6 th to 10 th Avenues	9	67	5	26
7	8 th Avenue, 27 th to 29 th Streets	13	61	4	27
8	10 th Avenue, 43 rd to 45 th Streets	1	100	16	6
9	13 th Avenue, 25 th to 29 th Streets	12	63	6	17
10	22 nd Street, 7 th to 9 th Avenues	14	54	8	15
11	14 th Avenue, 7 th to 9 th Streets	8	73	14	8
12	23 rd Street, 10 th to 12 th Avenues	11	64	12	9
13	34 th Street, 7 th to 9 ² Avenues	15	50	9	12

Overall Rank	Street	Percent Rank	Actual Percent	Number Rank	Actual Number
14	6 th Avenue, 17 th to 19 th Streets	6	75	18	6
15	9 th Avenue, 14 th to 17 th Streets	10	66	17	6
16	8 th Avenue, 38 th to 41 st Streets	18	42	10	10
17	41 st Street, 6 th to 8 th Avenues	21	30	13	9
18	19 th Avenue, 27 th to 30 th Streets	19	35	15	7
19	9 th Avenue, 4 th to 5 th Streets	17	43	19	6
20	19 th Avenue, 17 th to 21 st Avenues	16	44	20	4
21	21 st Street, 3 rd to 6 th Avenues	22	20	21	4
22	8 th Avenue, 17 th to 19 th Streets	20	33	23	3
23	6 th Avenue, 24 th to 26 th Streets	23	19	22	4
24	8 th Avenue, 14 th to 17 th Streets	24	18	24	3
25	43 rd Street, 5 th to 7 th Avenues	25	8	25	2
26	42 nd Street, 6 th to 10 th Avenues	26	8	26	1
27	9 th Street, 3 rd to 4 th Avenues	27	0	27	0
28	23 rd Street, 2 nd to 3 rd Avenues	28	0	28	0

Since the Brick Streets Plan was first adopted in 1988, the Rock Island Preservation Commission has done substantial research on the historical and architectural qualities of Rock Island's neighborhoods. In addition, some neighborhoods have been identified as local historic districts, National Register districts or National Register-eligible districts. The list below indicates those brick streets located in neighborhoods with historic distinction. Rock Island Landmarks are also located along some brick streets.

Street	Neighborhood	Historic Distinction
6 th Avenue, 17 th to 19 th Streets	None	Kohn-Bradford House Landmark
8 th Avenue, 14 th to 17 th Streets	Broadway (17 th Street, west to alley)	National Register historic district
8 th Avenue, 17 th to 19 th Streets	Broadway	National Register historic district
8 th Avenue, 38 th to 41 st Streets	KeyStone	Anna Olsson House Landmark

Street	Neighborhood	Historic Distinction
9 th Avenue, 14 th to 17 th Streets	Broadway (17 th Street, west to alley)	National Register historic district
10 th Avenue, 43 rd to 45 th Streets	KeyStone's Edgewood Park Addition	National Register-eligible historic district
13 th Avenue, 45 th to 46 th Streets	KeyStone's Park View Addition	National Register-eligible historic district
16 th Avenue, 20 th to 22 nd Streets	Highland Park	Local historic district; Villa de Chantal Landmark
17 th Avenue, 20 th to 22 nd Streets	Highland Park	Local historic district
22 nd Avenue, 29 th to 30 th Streets	Burgart's Additions	National Register-eligible historic district
12 th Street, 28 th to 31 st Avenues	None	Chippiannock Cemetery National Register district
21 st Street, 16 th to 18 th Avenues	Highland Park	Local historic district; National Register George Stauduhar House
22 nd Street, 7 th to 9 th Avenues	Broadway	National Register historic district; First Church of Christ, Scientist Landmark; Frank P. Young House Landmark; Leonard M. Drack House Landmark
22 nd Street, 16 th to 18 th Avenues	Highland Park	Local historic district
23 rd Street, 10 th to 12 th Avenues	Broadway	National Register historic district
33 rd Street, 16 th to 18 th Avenues	None	1918 Government Housing Area
45 th Street, 5 th to 10 th Avenues	KeyStone Brooks' Grove Additions	National Register-eligible historic district
46 th Street, 13 th to 14 th Avenues	KeyStone's Park View Addition	National Register-eligible historic district

Recommendations to Preserve Rock Island's Brick Streets

In forming the plan methodology and recommendations, the Brick Streets Subcommittee made a series of assumption regarding the preservation of Rock Island's brick streets.

- Assumption 1:** Streets with few patches are stronger candidates for preservation.
- Assumption 2:** Streets with poor structural condition are poor candidates for preservation.
- Assumption 3:** Streets with large numbers of utilities below them are poor candidates for preservation.
- Assumption 4:** Certain groups of streets, such as in Highland Park Historic District, should be considered as one because of their obvious association.
- Assumption 5:** Streets with higher percentages of structures with good architectural integrity are good candidates for preservation.
- Assumption 6:** Streets with higher ratios of owner-occupied properties are more likely candidates for preservation.

In 1988, the original plan document included five categories of preservation for brick streets. In 1997, categories one (Highland Park) and five (12th Street) were combined because they essentially stated the same goal of restoration.

The brick street preservation priorities are stated on page five. Nothing stated in this plan should be construed to mean that property owners along category 2, 3 or 4 streets cannot make a special request to the city to reconstruct the street in brick.

Brick Streets Repair & Maintenance Policies

Repair Policy

After the Brick Streets Plan was adopted by City Council in 1988, policies to ensure the preservation of the surface of category one and category two brick streets were implemented. The City Engineer mandated that all surfaces disturbed by utility cuts for these streets be replaced in brick. This repair policy has been limited to utility cuts which excavate the surface of the street. Asphalt or concrete fill are permitted when dips or holes occur through underground, natural or wearing circumstances. The City has an obligation to eradicate unsafe situations. If existing utility patches are re-excavated on category one and category two streets, they must be replaced with brick if some portion of the newest excavation touches brick.

Simultaneously, the Public Works Department began an active salvage operation of street brick just for repair purposes. In addition, adjacent road repair which may impact the edges of brick streets near intersections is reviewed by the Preservation Commission if the affected street is category one, two or three.

Long Term Maintenance Policy

The 1988 Brick Streets Plan recommended that Highland Park Historic District and 12th Street be scheduled for restoration through the Capital Improvements Plan. To date, this has not occurred, and in fact, no regular maintenance of any brick street was recommended or had been implemented. In a survey conducted in February 2000 of 25 other Illinois and Iowa communities, Planning & Redevelopment Division staff found that those handful of cities that were proactively repairing brick streets (Champaign, Davenport and Galesburg) had special set-asides in their street repair budgets.

With the 2000 version of the Brick Streets Plan, City Council approved a new maintenance budget to be specifically targeted for brick streets. Five percent of the annual budget for street maintenance will be set-aside to remove patches and potholes, level surfaces and generally do surface improvements that would improve the rideability and appearance of brick streets.

An equitable proportion of the city's street maintenance budget is reserved for brick streets. There are 8 miles of brick streets out of 170 miles of streets in the city, which is 4.7% of all streets and rounds up to 5%.

The annual brick street maintenance policy will commence at the beginning of the 2001 fiscal year. The Highland Park Historic District streets will be repaired first, and then the category two streets with the worst done first. The Public Works Department will determine the order of the category two streets.

City Council also decided to pursue TEA21 (U.S. Department of Transportation's Transportation Efficiency Act) funding for the repair and restoration of 12th Street. If outside sources of funding are not feasible, the prioritization of the 5% maintenance budget will be reconsidered.

Other outside grant sources will continue to be options for brick streets repair and reconstruction as opportunities are available.

Brick Street Reconstruction Policy

Reconstruction policy for category 1 and category 2 streets is clear: If the surface is disturbed, it is to be repaved with brick.

Reconstruction is different from repair in that the entire street is excavated, sub-surface repairs take place, and then an entirely new road surface is laid. In the case of a brick street, it would be financially practical to reuse salvaged brick for the new surface. Reconstruction also differs in that some portion of the cost is borne by adjacent property owners. For brick streets, City Council has authorized the creation of special service areas or districts in instances where reconstruction of brick streets are either necessary or requested by adjoining property owners.

At the time adjoining residents or the city determine that a residential brick street is in need of total reconstruction, the residents will be informed of the special service area procedure. This procedure allows for a negotiated cost-sharing of the street reconstruction between the city and the adjacent property owners. This differs from the typical residential street assessment petition, which provides for an independent appraisal and property owner cost is based on the value of the improvement to the property.

Category three brick streets should be reviewed by the Preservation Commission before they move forward too far in the reconstruction and special service area process. Category four brick streets may or may not go through the special service area process. Since these streets may be resurfaced with another material, the special assessment petition may be the appropriate policy to follow. However, it will be up to the adjoining property owners to decide if they wish to have their category four brick street reconstructed in brick or resurfaced with another material.

Both the special assessment petition and the special service area procedures are administered by the Public Works Department.