



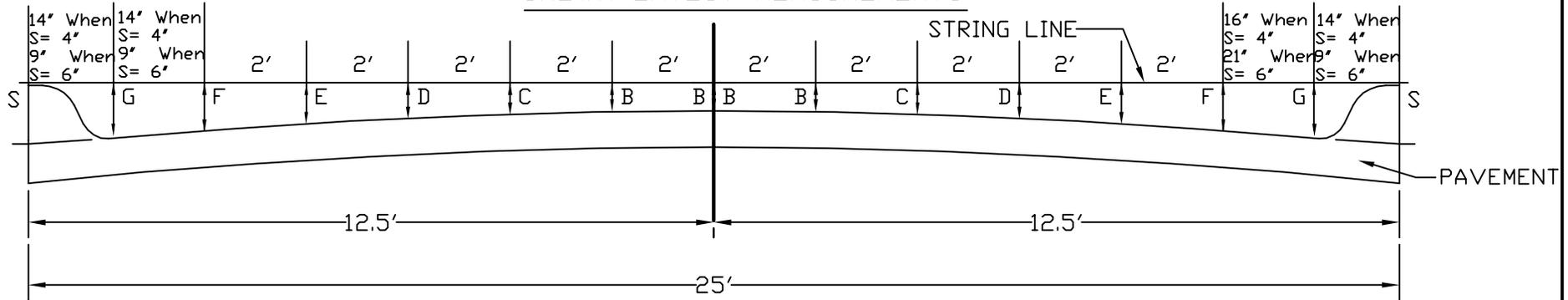
ROCK ISLAND

**JANUARY 2023
CONSTRUCTION
STANDARDS**

ENGINEERING
1309 MILL STREET
ROCK ISLAND, ILLINOIS 61201
(309) 732-2200
www.rigov.org

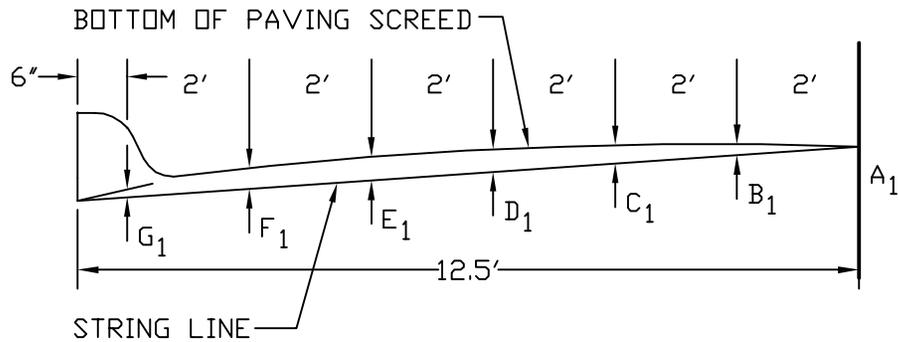
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103B	Vertical Curb Section Details
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403	Perimeter Erosion Barrier
404	Straw Bale Barrier
405	Cut Off Wall
	Typical Pavement Cross Section

CROWN LAYOUT MEASUREMENTS



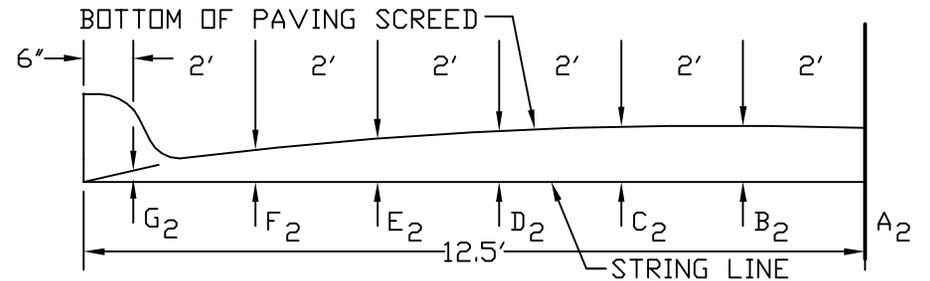
CROWN	S	G=11'-4" When S=4" G=11'-9" When S=6"	10' F	8' E	6' D	4' C	2' B	CL A	2' B	4' C	6' D	8' E	10' F	G=11'-4" When S=4" G=11'-9" When S=6"	S	CROWN
3"	4"	3 7/16"	2 15/16"	2 1/4"	1 11/16"	1 5/16"	1 1/16"	1"	1 1/16"	1 5/16"	1 11/16"	2 1/4"	2 15/16"	3 7/16"	4"	3"
3"	6"	5 5/8"	4 15/16"	4 1/4"	3 11/16"	3 5/16"	3 1/16"	3"	3 1/16"	3 5/16"	3 11/16"	4 1/4"	4 15/16"	5 5/8"	6"	3"

CROWN MEASUREMENTS FOR BOTTOM OF PAVING SCREED - 1/2 WIDTH PAVING



12' G ₁	10' F ₁	8' E ₁	6' D ₁	4' C ₁	2' B ₁	CL A ₁
1/8"	1/2"	1/16"	3/4"	5/8"	3/8"	0

CROWN MEASUREMENTS FOR BOTTOM OF PAVING SCREED - FULL WIDTH PAVING



12' G ₂	10' F ₂	8' E ₂	6' D ₂	4' C ₂	2' B ₂	CL A ₂
1/4"	1 1/16"	1 3/4"	2 5/16"	2 11/16"	2 15/16"	3"

CROWN MEASUREMENTS FOR 25' STREET

CITY OF ROCK ISLAND
ENGINEERING DIVISION

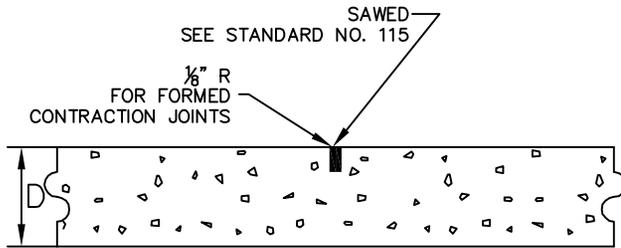
STANDARD NO. 101

STANDARDIZED	PMCJ	09/07/94
REVISION	BY	DATE

NOT TO SCALE

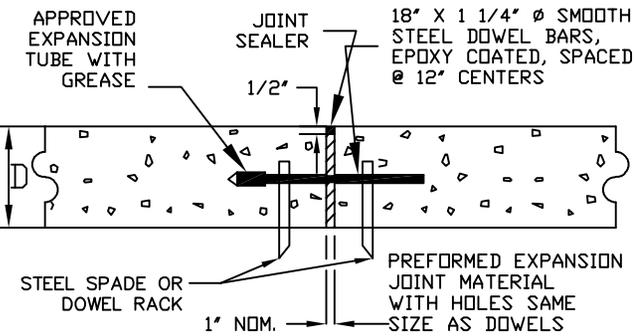
TRANSVERSE JOINTS

CONTRACTION JOINT
(TYPE C & TYPE S)

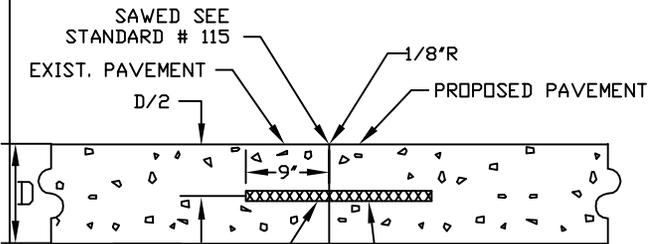


NOTE:
FORMED JOINTS LESS THAN D/3 MUST BE
SAWED TO REQUIRED DEPTH

DOWELED EXPANSION JOINT
(TYPE ED)



LONGITUDINAL JOINT ABUTTING
EXISTING PAVEMENT



BARS TO BE DRILLED AND GROUTED INTO EXISTING PAVEMENT

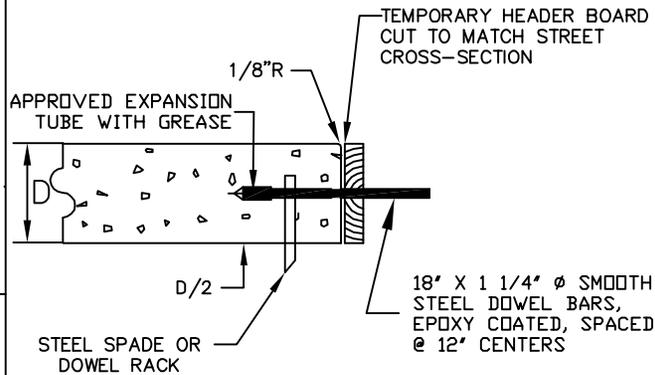
24" X 3/4" Ø DEFORMED BARS, EPOXY COATED SPACED AT 24" OR 3/4" EXPANSION ANCHOR TIES SPACED AT 30"

REVISED	MDW	03/31/05
REVISED	MDW	07/16/04
REVISED	MDW	04/06/00
METRIC	BJT	12/19/96
REVISED	CWE	06/27/91
STAND102.DWG	MDW	03/91
REVISION	BY	DATE

NOT TO SCALE

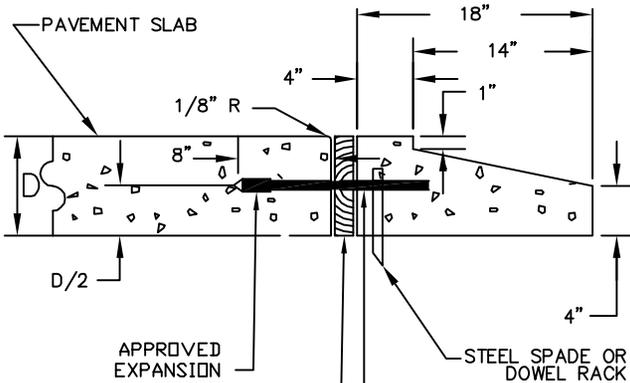
HEADERS

CONSTRUCTION JOINT OR
EMERGENCY HEADER
(TYPE D)



NOTE:
TO BE CONSTRUCTED AS A
CONTRACTION JOINT WHEN
CONSTRUCTION IS RESUMED

PERMANENT HEADER

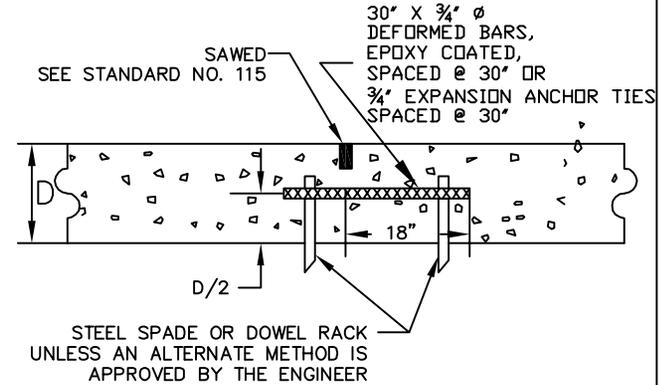


HEADER BOARD MUST BE CUT TO MATCH STREET CROSS-SECTION, & MAY BE LEFT IN PLACE

18" X 1 1/4" Ø SMOOTH STEEL DOWEL BARS, EPOXY COATED, SPACED @ 12" CENTERS

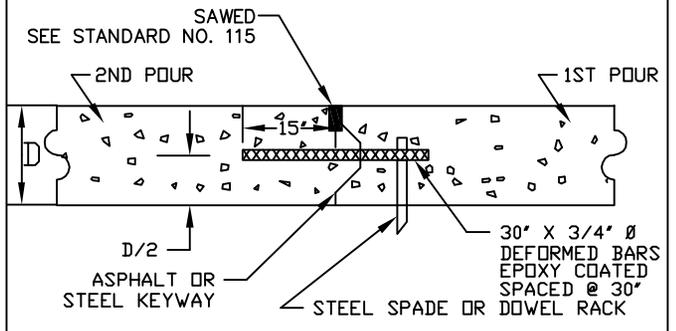
LONGITUDINAL JOINTS

LONGITUDINAL CONTRACTION JOINT
WITH DEFORMED BARS
(TYPE L)



STEEL SPADE OR DOWEL RACK UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER

KEYED CONSTRUCTION JOINT
(TYPE K)
(FOR PAVEMENT >9')



ASPHALT OR STEEL KEYWAY

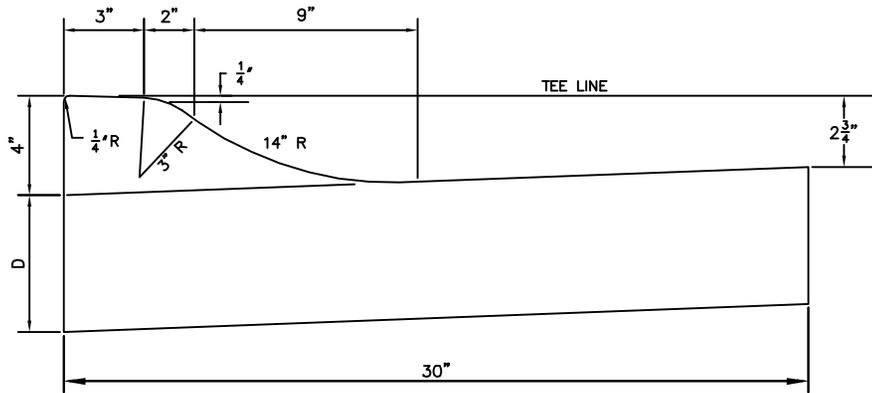
STEEL SPADE OR DOWEL RACK

30" X 3/4" Ø DEFORMED BARS EPOXY COATED SPACED @ 30"

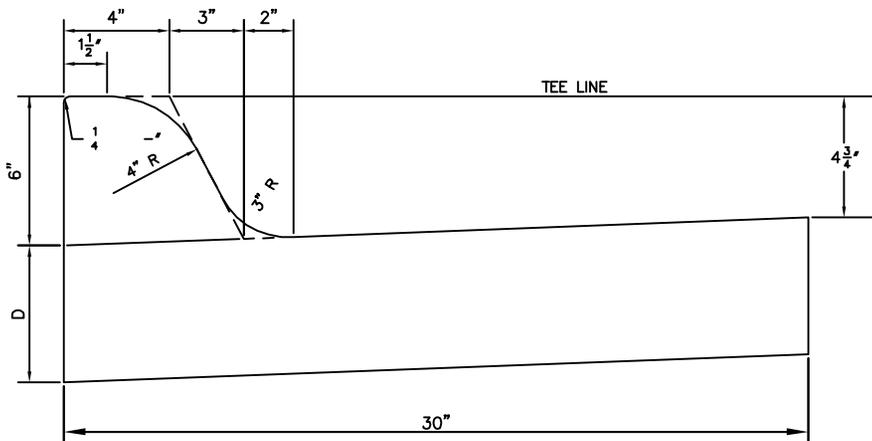
TRANSVERSE JOINTS, HEADERS,
AND LONGITUDINAL JOINTS

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 102



ROLL-OVER CURB

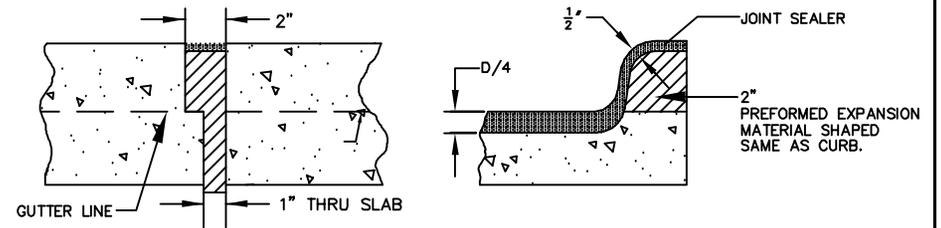


STANDARD CURB SECTION

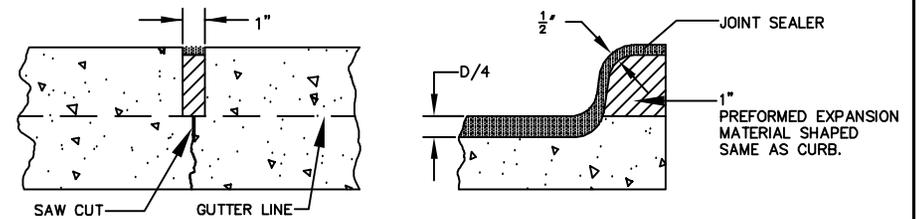
NOT TO SCALE

METRIC	PMCJ	01/27/97
STAND103.DWG	CWE	08/03/92
REVISION	BY	DATE

S: \... \MISC \STANDARD \CRI_STD \103.DWG



WITH EXPANSION JOINT



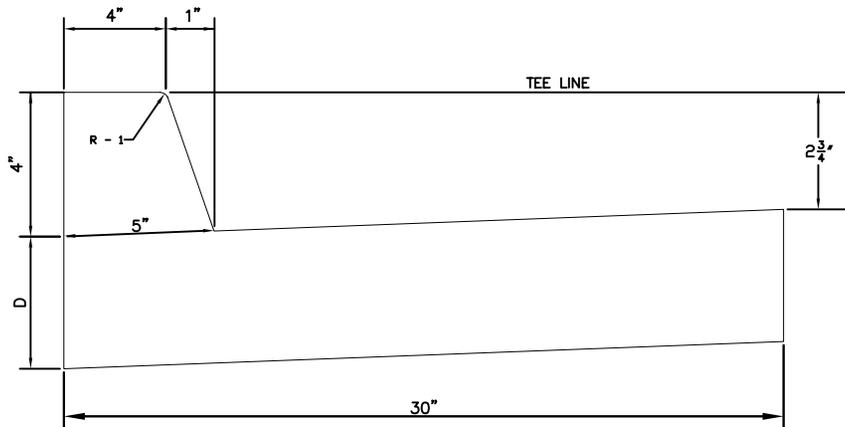
WITH TRANSVERSE CONTRACTION JOINT

CURB JOINT - AT INTERSECTION RETURN

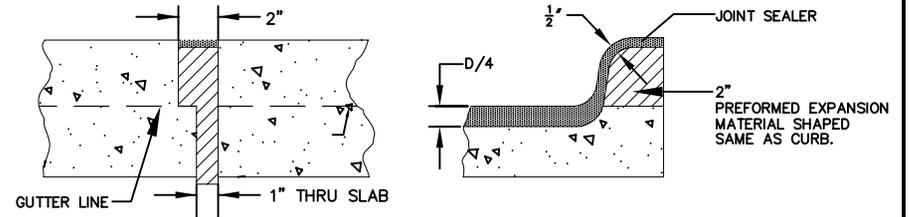
CURB SECTION & CURB JOINT DETAILS

CITY OF ROCK ISLAND
ENGINEERING DIVISION

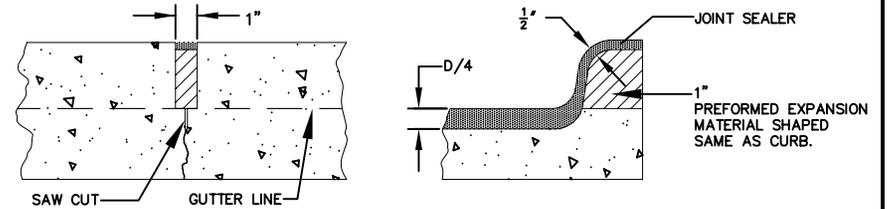
STANDARD NO. 103



4" BARRIER CURB



WITH EXPANSION JOINT



WITH TRANSVERSE CONTRACTION JOINT

CURB JOINT – AT INTERSECTION RETURN

NOT TO SCALE

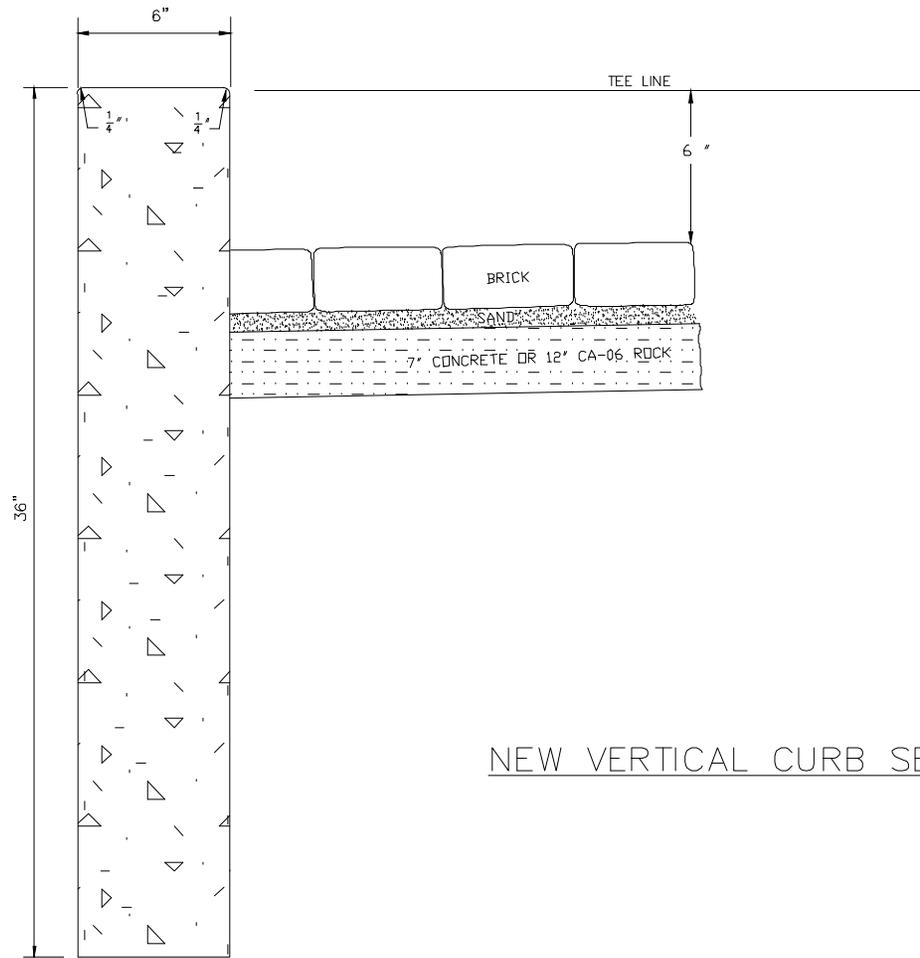
STAND103A.DWG	TAB	01/09/04
REVISION	BY	DATE

S: \... \MISC \STANDARD \CRI_STD \103A.DWG

CURB SECTION &
CURB JOINT DETAILS

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 103A



NEW VERTICAL CURB SECTION

NOT TO SCALE

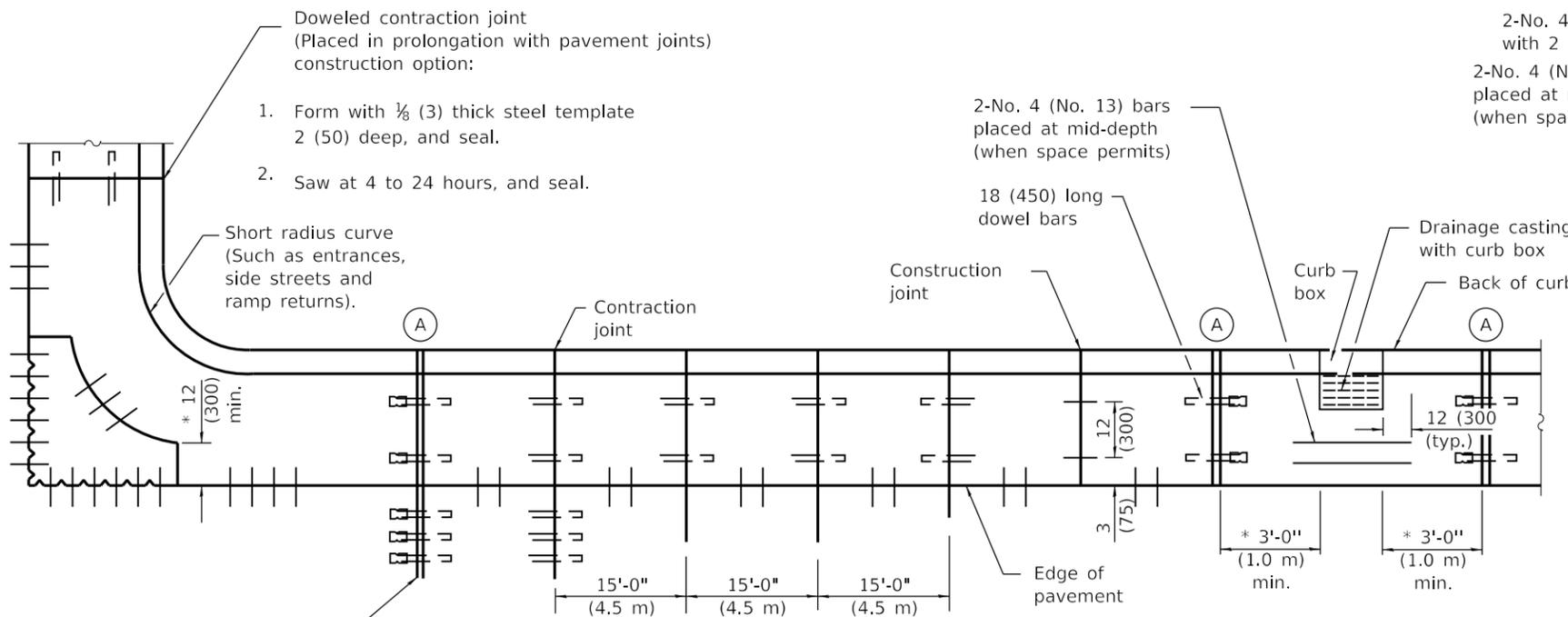
STAND103B.DWG	JCP	01/15/14
REVISION	BY	DATE

S: \... \MISC \STANDARD \CRI_STD \103.DWG

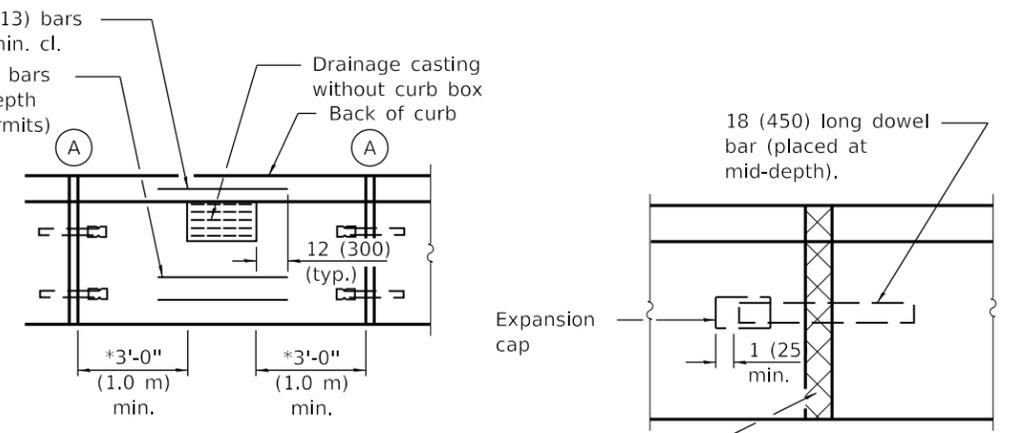
VERTICAL CURB
SECTION DETAILS

CITY OF ROCK ISLAND
ENGINEERING DIVISION

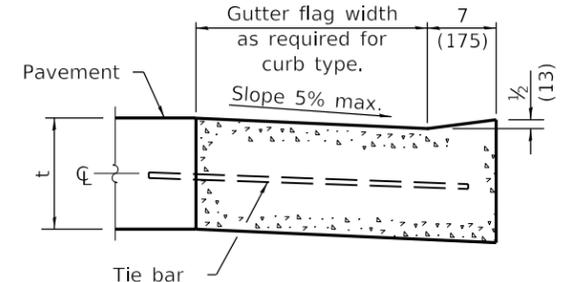
STANDARD NO. 103B



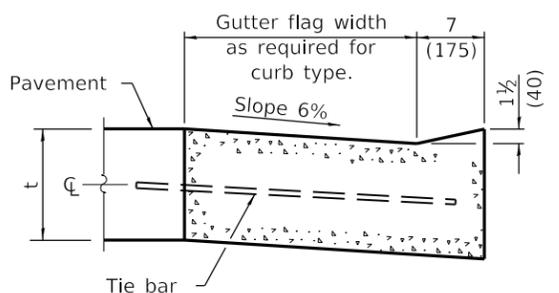
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



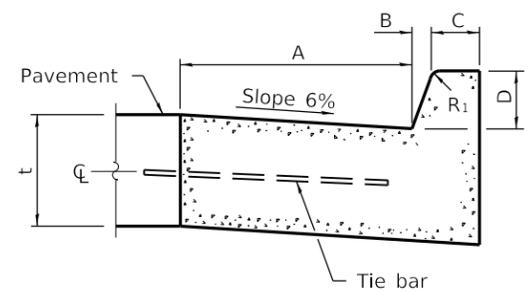
DETAIL A
EXPANSION JOINT



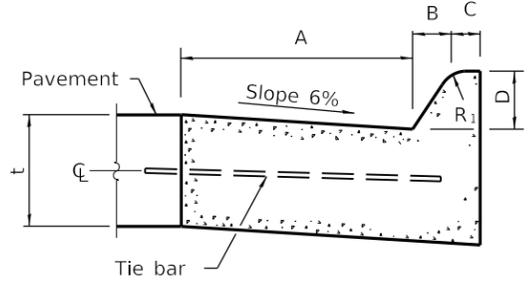
DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



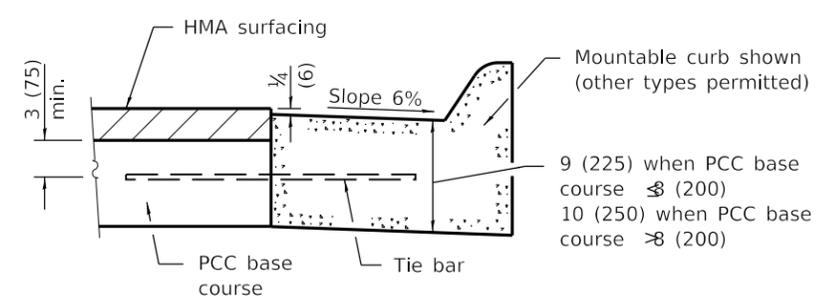
DEPRESSED CURB (TYPICAL)



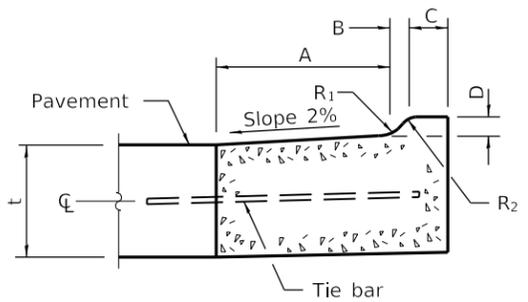
BARRIER CURB



MOUNTABLE CURB



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R ₁
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9.18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9.24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R ₁	R ₂
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6.06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA
M-6.12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA
M-6.18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA
M-6.24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)

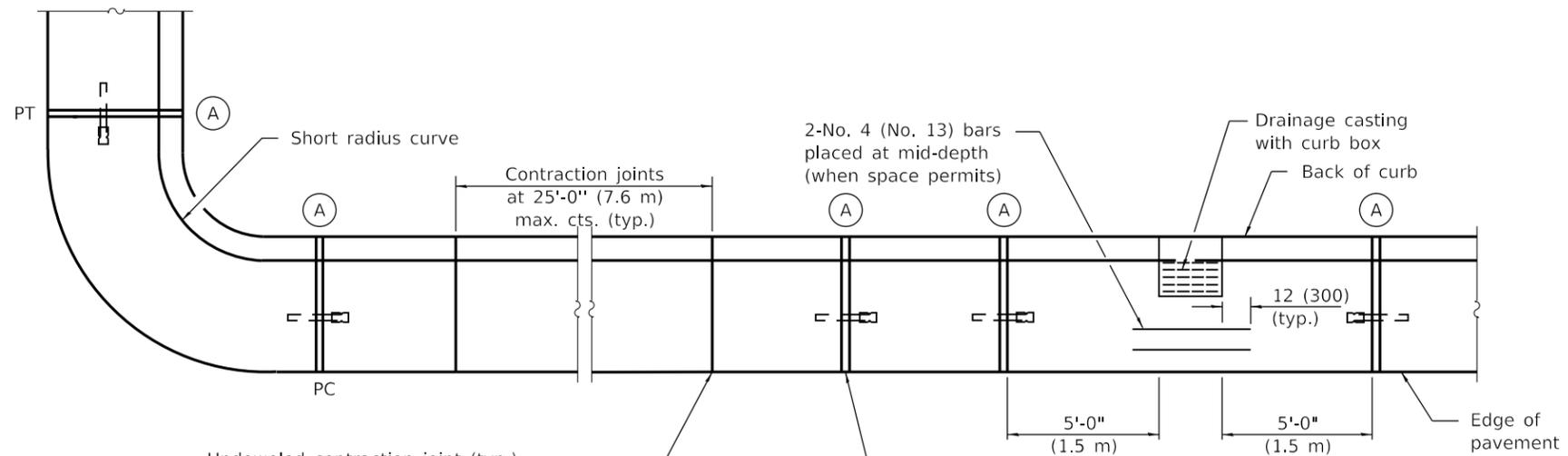
STANDARD 606001-07

Illinois Department of Transportation

PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
Maureen M. Beck
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

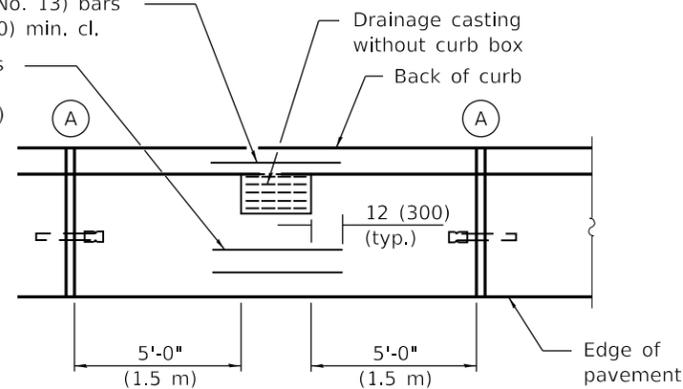


Undoweled contraction joint (typ.) construction options:

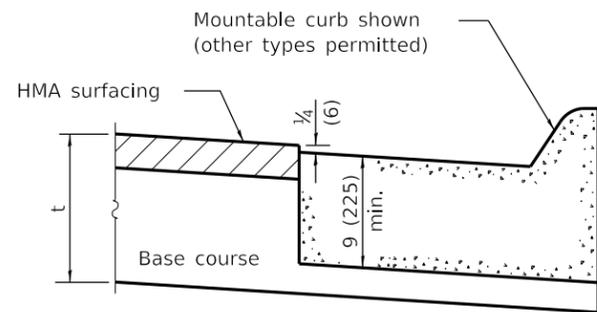
1. Form with $\frac{1}{8}$ (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert $\frac{3}{4}$ (20) thick preformed joint filler full depth and width.

Construction joint
2-No. 4 (No. 13) bars with 2 (50) min. cl.

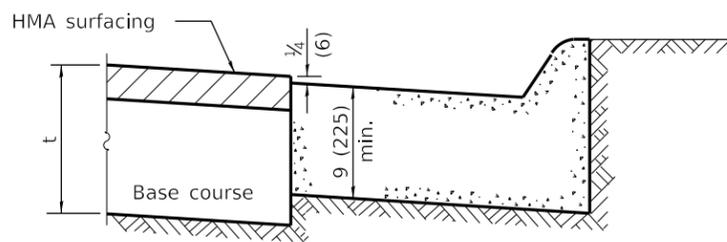
2-No. 4 (No. 13) bars placed at mid-depth (when space permits)



PLAN

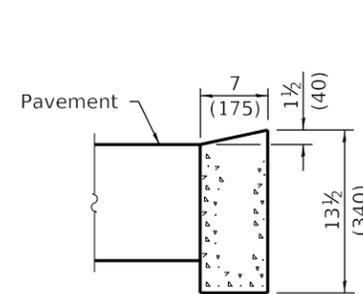


ON DISTURBED SUBGRADE

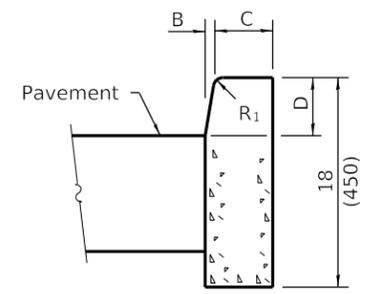


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

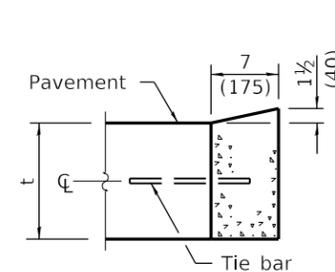


DEPRESSED CURB

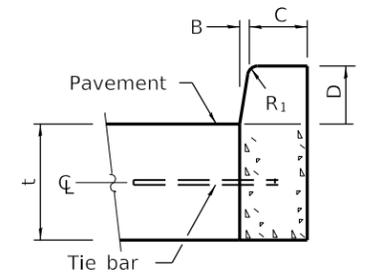


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

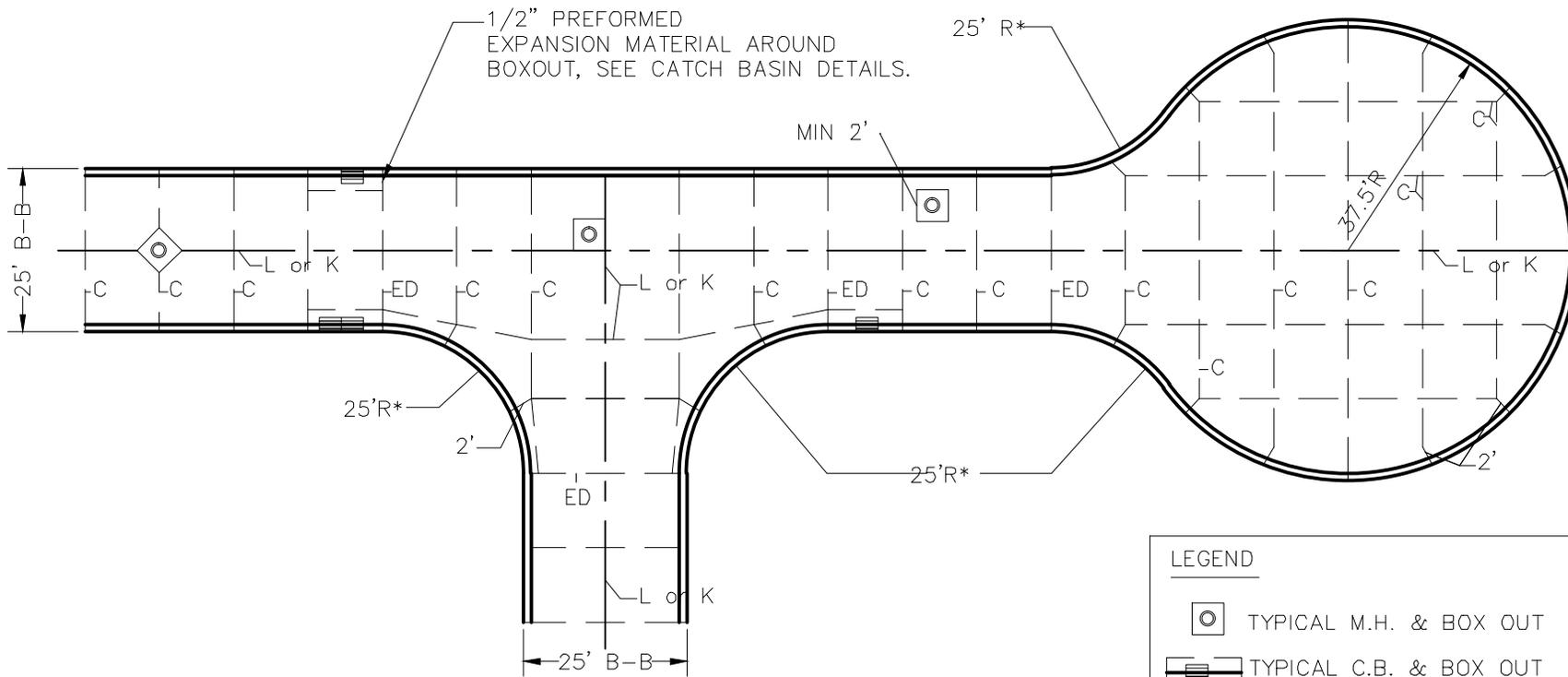
STANDARD 606001-07

Illinois Department of Transportation

PASSED January 1, 2018
Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
Marcus M. Beck
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



*NOTES:

1. NO MASONITE TO BE USED FOR FORMS
2. EXPANSION MATERIAL SHALL NOT BE USED AS FORMS

LEGEND

- TYPICAL M.H. & BOX OUT
- TYPICAL C.B. & BOX OUT
- B-B BACK OF CURB TO BACK OF CURB
- C CONTRACTION JOINT
- L LONGITUDINAL CONTRACTION JOINT WITH DEFORMED BARS OR 3/4" EXPANSION ANCHOR TIES
- K KEYED CONSTRUCTION JOINT (PAVEMENT >9")
- ED EXPANSION JOINT

NOT TO SCALE

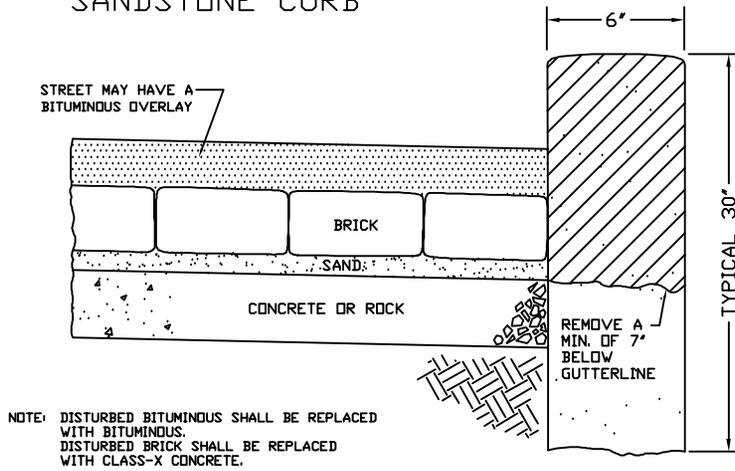
UPDATED	MDW	07/16/04
REVISED	MJH	05/04/01
REVISED	PJK	01/10/2001
UPDATED	MDW	01/06/00
UPDATED	PMCJ	8/2/99
METRIC	PMCJ	01/20/97
REVISION	BY	DATE

S:\...\MISC\STANDARD\CRI_STD\104.DWG

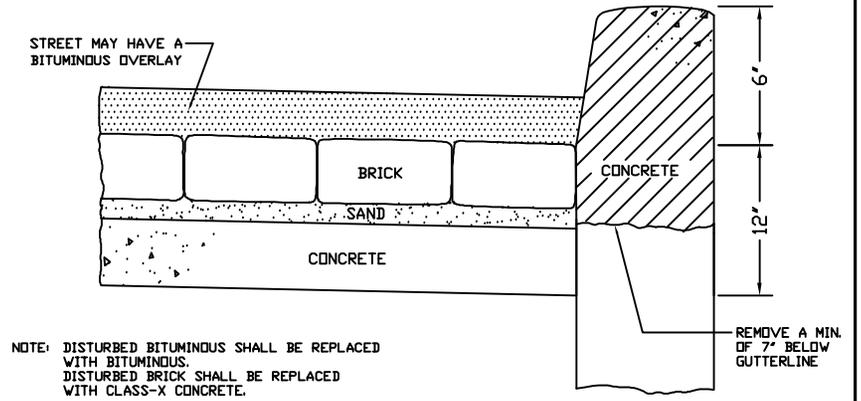
TYPICAL JOINT PATTERN FOR 25 FT. STREETS

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 104
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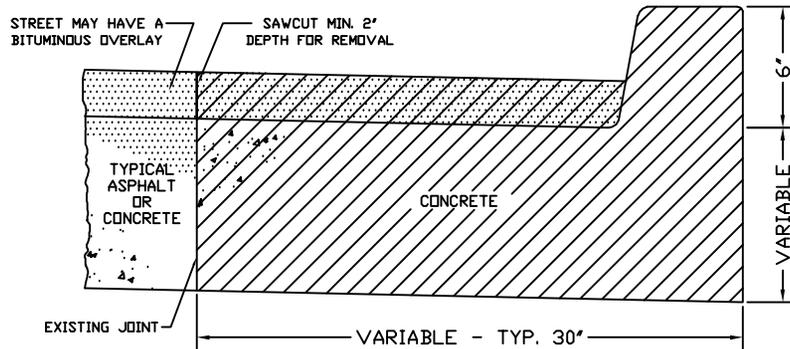
SANDSTONE CURB



CONCRETE CURB TYPE B



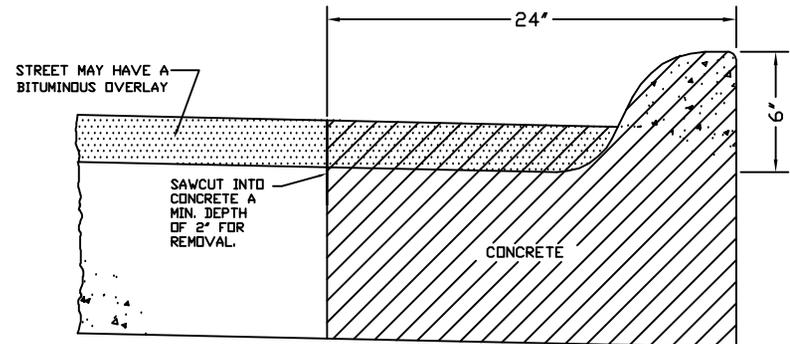
COMBINATION CONCRETE CURB & GUTTER TYPE A MODIFIED



LEGEND:

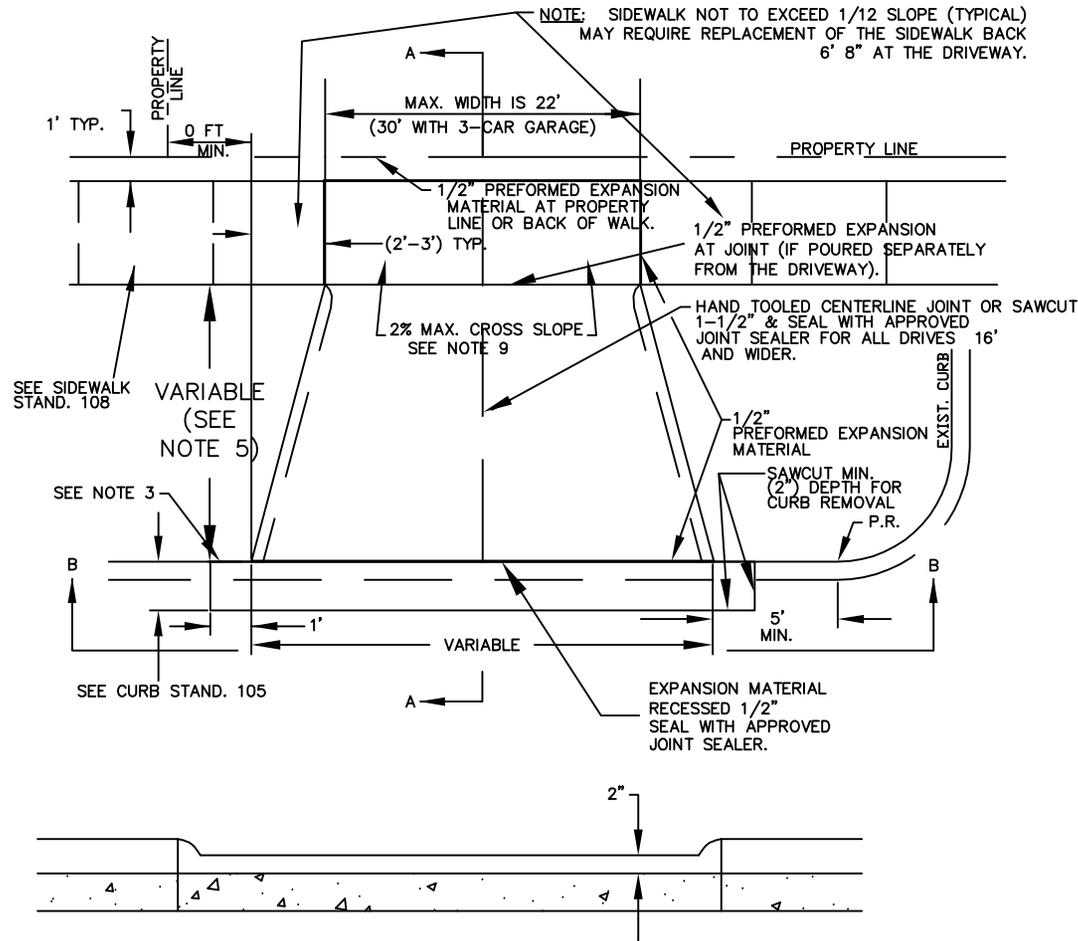
 AREA OF STREET AND CURB REMOVAL AND REPLACEMENT WITH CLASS-X CONCRETE

INTEGRAL CURB

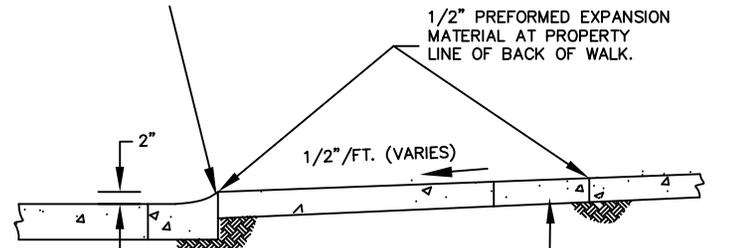


CURB CUT REQUIREMENTS FOR TYPICAL EXISTING CURBS

STAND105.DWG	MJH	05/02/01
STAND105.DWG	CWE	07/15/91
REVISION	BY	DATE



1/2" PREFORMED EXPANSION MATERIAL RECESSED 1/2" AND SEALED WITH APPROVED JOINT SEALER



SECTION A-A

NOTES:

1. DRIVEWAY AND SIDEWALK THICKNESS:
RESIDENTIAL - 6" (5" IF 42# MESH IS USED)
COMMERCIAL - 7" (6" IF (42#) MESH IS USED)
2. DRIVEWAY AND CURB CUT PERMITS MUST BE OBTAINED FROM CITY ENGINEER PRIOR TO CONSTRUCTION.
3. IF AN EXISTING JOINT IS WITHIN 2' OF THE PROPOSED SAW CUT IN THE STREET, THEN ALL OF THE GUTTER SECTION SHOULD BE REMOVED & REPLACED WITH NEW PAVEMENT.
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE ROCK ISLAND STANDARD SPECIFICATIONS, THE MUNICIPAL CODE AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
5. EXPANSION TO BE FLUSH WITH FACE OF BACK OF CURB SO A TIGHT, STRAIGHT JOINT IS ATTAINED, AND FULL DEPTH OF DRIVE.
6. IF THE DISTANCE FROM THE BACK OF CURB TO THE SIDEWALK IS LESS THAN 3', DELETE SIDEWALK THRU DRIVEWAY. (SEE CRI STANDARD NO. 107)
7. NO MASONITE TO BE USED AS FORMS
8. EXPANSION MATERIAL SHALL NOT BE USED AS FORMS
9. DRIVEWAY CROSS-SLOPE NOT TO EXCEED 2% (< .25" PER FOOT) WHERE THE PUBLIC USE SIDEWALK CROSSES THE DRIVEWAY.

SECTION B-B

REVISION	BY	DATE
REVISED	BAN	01/06/16
REVISED	JCP	01/30/12
REVISED	MJH	05/07/01
REVISED	PJK	01/10/01
REVISED	TAB	01/27/01
REVISED	PMCJ	08/02/99
REVISED	CAM	05/14/99
METRIC	BJT	12/20/97
REVISED	RDJ	07/19/95
REVISED	CWE	06/27/91
REVISION	BY	DATE

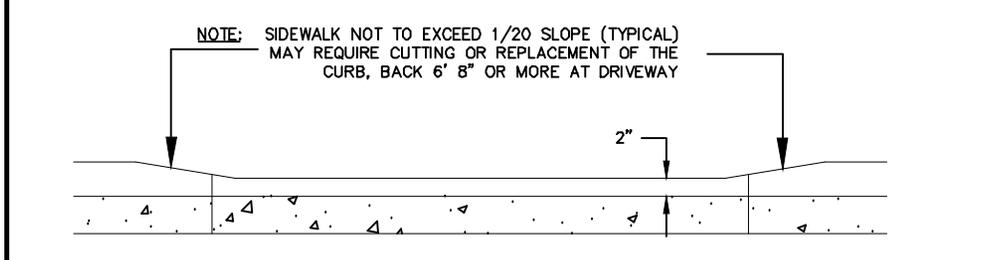
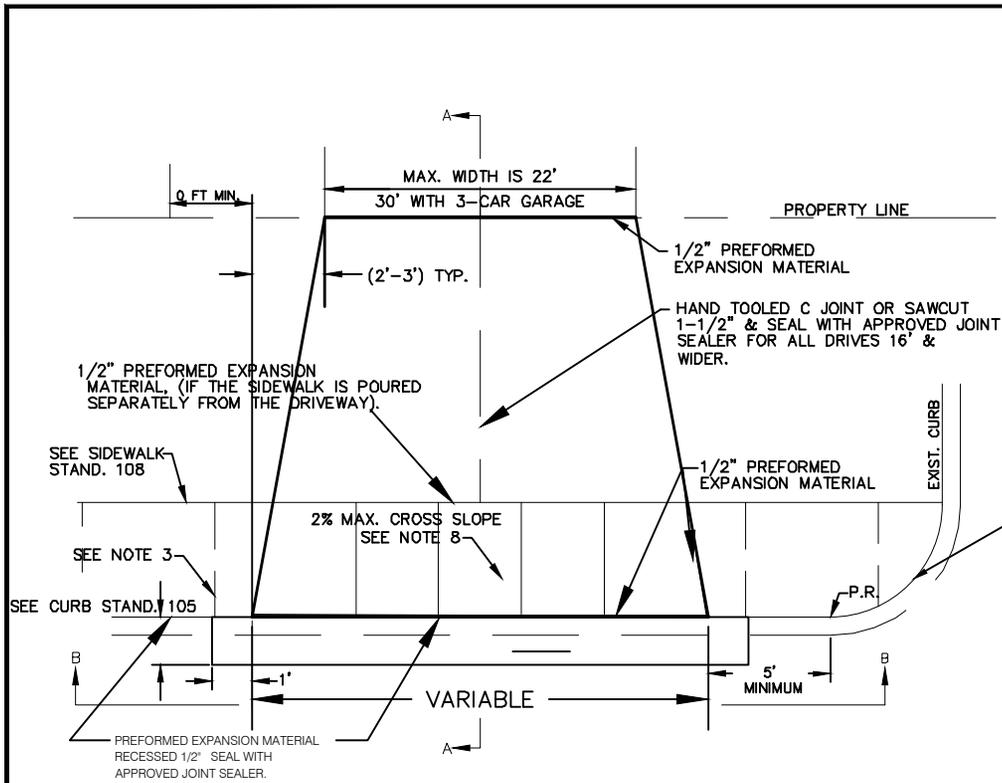
NOT TO SCALE

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DRIVEWAY STANDARD
FOR DRIVES WITH SIDEWALKS 3 FEET
OR MORE FROM BACK OF CURBS

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 106

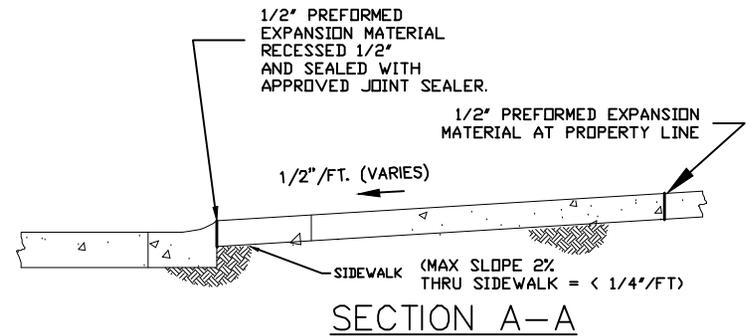


SECTION B-B

NOT TO SCALE

REVISED	JCP	01/30/12
REVISED	MJH	05/03/01
REVISED	PJK	01/10/2001
REVISED	TAB	01/27/2000
REVISED	PMCJ	08/02/99
REVISED	CAM	05/14/99
METRIC	BJT	12/26/96
REVISED	RDJ	07/19/95
STANDARDIZED	CWE	06/28/91
REVISION	BY	DATE

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SECTION A-A

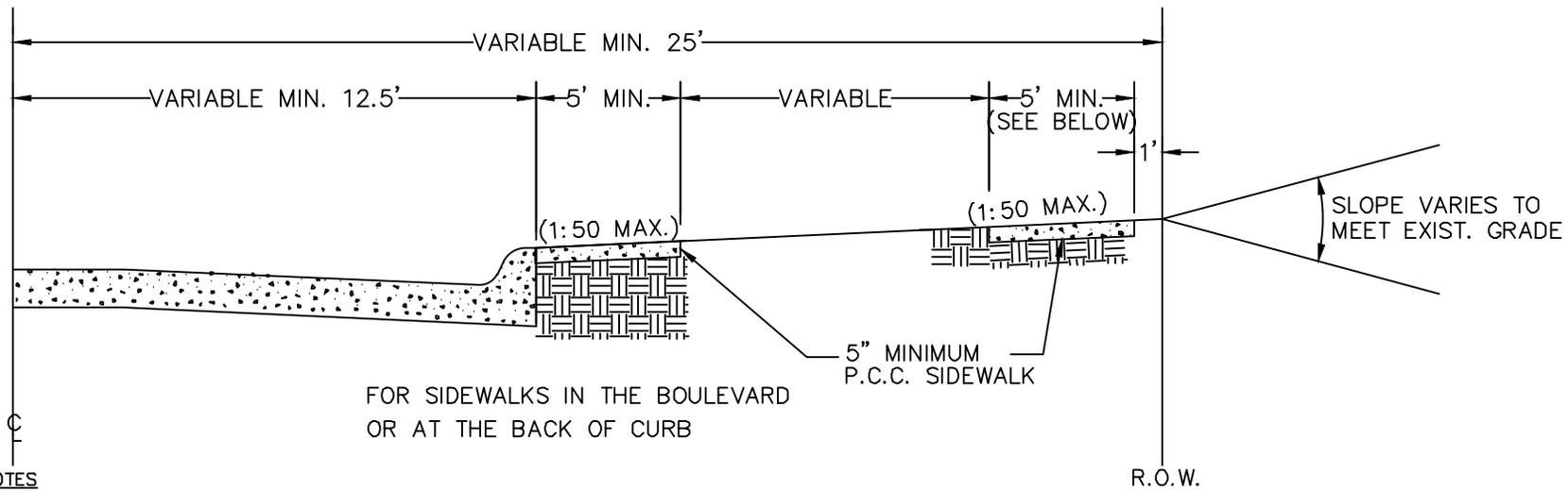
NOTES:

1. DRIVEWAY AND SIDEWALK THICKNESS:
RESIDENTIAL - 6" (5" IF 42# MESH IS USED)
COMMERCIAL - 7" (6" IF 42# MESH IS USED)
2. DRIVEWAY AND CURB CUT PERMITS MUST BE OBTAINED FROM CITY ENGINEER PRIOR TO CONSTRUCTION.
3. IF AN EXISTING JOINT IS WITHIN 2' OF THE PROPOSED SAW CUT IN THE STREET, THEN ALL OF THE GUTTER SECTION SHOULD BE REMOVED & REPLACED WITH NEW PAVEMENT.
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE ROCK ISLAND STANDARD SPECIFICATIONS, THE MUNICIPAL CODE AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
5. EXPANSION TO BE FLUSH WITH FACE OF BACK OF CURB SO A TIGHT, STRAIGHT JOINT IS ATTAINED.
6. NO MASONITE TO BE USED FOR FORMS
7. EXPANSION MATERIAL SHALL NOT BE USED AS FORMS
8. DRIVEWAY CROSS-SLOPE NOT TO EXCEED 2% WHERE THE PUBLIC USE SIDEWALK CROSSES THE DRIVEWAY FOR A MINIMUM 4 FOOT WIDTH.

DRIVEWAY STANDARD

FOR DRIVES WITH SIDEWALK
LOCATED AT BACK OF CURB

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 107
---	------------------



NOTES

- A. SIDEWALK PERMITS SHALL BE OBTAINED FROM THE CITY ENGINEER PRIOR TO CONSTRUCTION.
- B. SIDEWALK JOINTS
 - 1. EXPANSION JOINTS: A 1/2" X 5" PREMOULDED BITUMINOUS EXPANSION JOINT SHALL BE INSTALLED FOR EVERY 100 FEET OF WALK, AND WHENEVER THE WALK ABUTS AGAINST A CURB, DRIVE APPROACH, FIRE HYDRANT, INTERSECTING SIDEWALK OR BUILDING. JOINTS AT CURBS SHALL BE SEALED WITH APPROVED JOINT SEALER.
 - 2. CONTRACTION OR DUMMY JOINTS: THE SIDEWALK SURFACE SHALL BE DIVIDED BY GROOVES CONSTRUCTED AT RIGHT ANGLES TO THE CENTER LINE OF THE SIDEWALK. THESE GROOVES SHALL EXTEND TO 1/4" THE DEPTH OF THE SIDEWALK, AND SHALL BE SET NOT LESS THAN 1/8" AND NOT MORE THAN 1/4" IN WIDTH, AND SHALL BE EDGED WITH AN EDGING TOOL HAVING A 1/4" RADIUS. NO SLAB SHALL BE LONGER THAN 6', NOR LESS THAN 5', ON ANY ONE SIDE. THE EDGES OF ALL THE SLABS SHALL ALSO BE EDGED.
- C. VARIANCE FROM STANDARD
 - 1. ANY VARIANCE FROM THIS STANDARD SHALL BE SUBMITTED TO THE CITY ENGINEER IN WRITTEN FORM FOR APPROVAL PRIOR TO ISSUANCE OF SIDEWALK PERMIT.
- D. NO MASONITE MATERIAL TO BE USED FOR FORMS.
- E. EXPANSION MATERIAL SHALL NOT BE USED AS FORMS.

SIDEWALK SPECIFICATIONS FOR ALL CITY SIDEWALKS	
MINIMUM WIDTH	5'
MINIMUM THICKNESS	5"

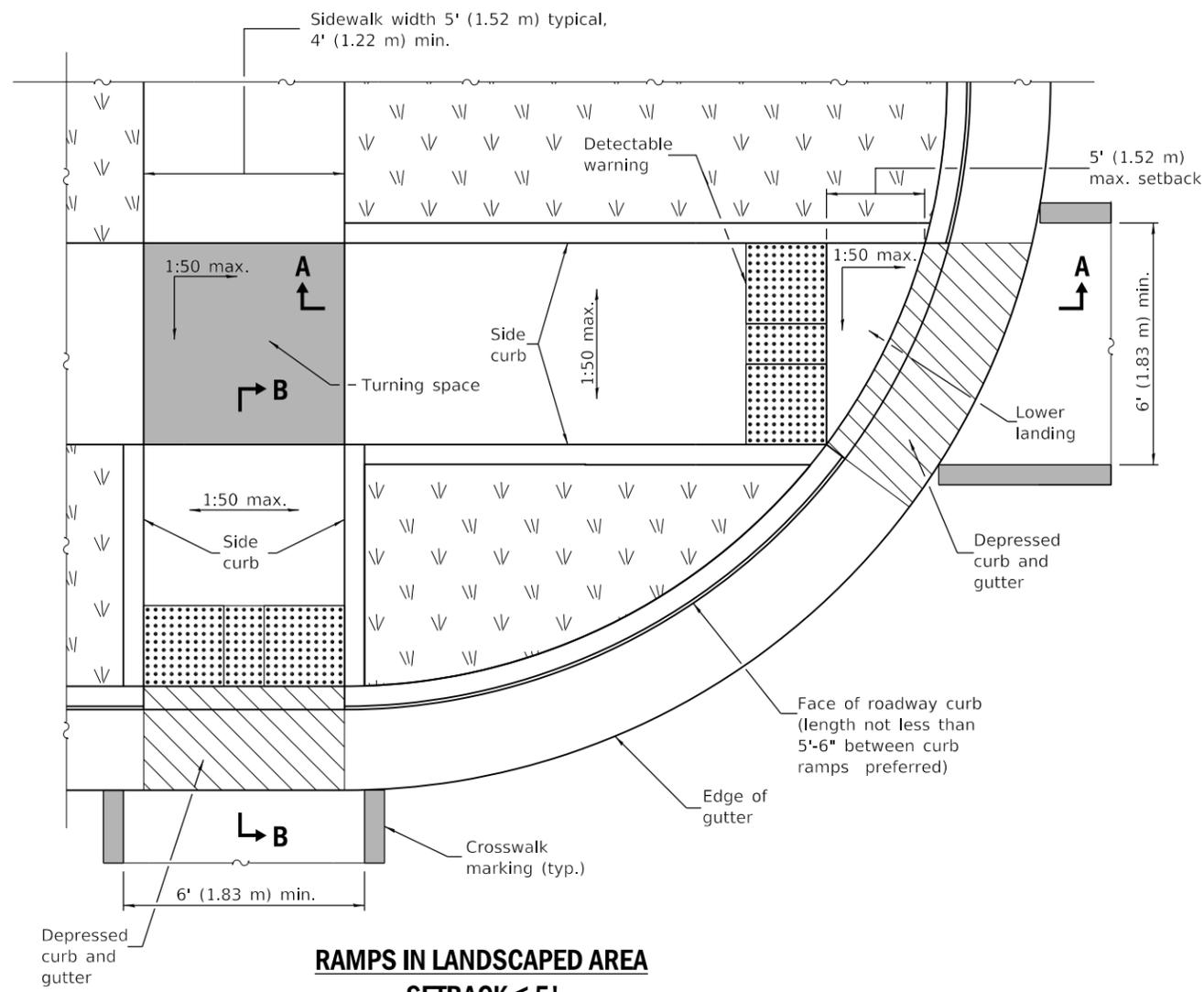
NOT TO SCALE

REVISED SIDEWALK WIDTH DEPTH AND SLOPE	TAB	DATE
REVISIED	MDW	03/25/08
REVISIED	MJH	05/04/01
REVISIED	PJK	01/15/2001
REVISIED	CAM	05/14/99
METRIC	BJT	12/26/96
REVISION	BY	DATE

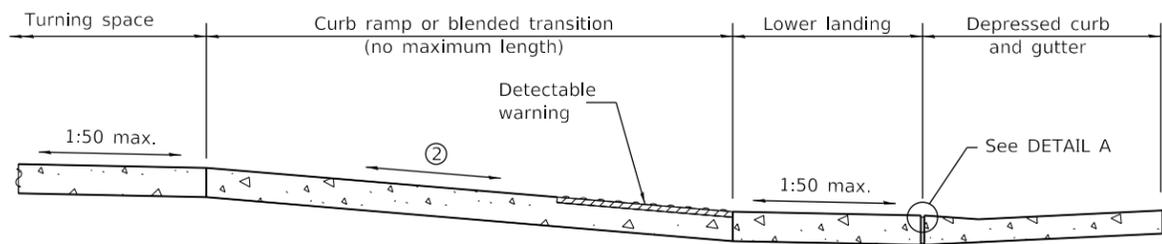
S:\PW\ENG\STANDARD\CRI_STD\108.DWG

TYPICAL SIDEWALK AND GRADING PLAN

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 108
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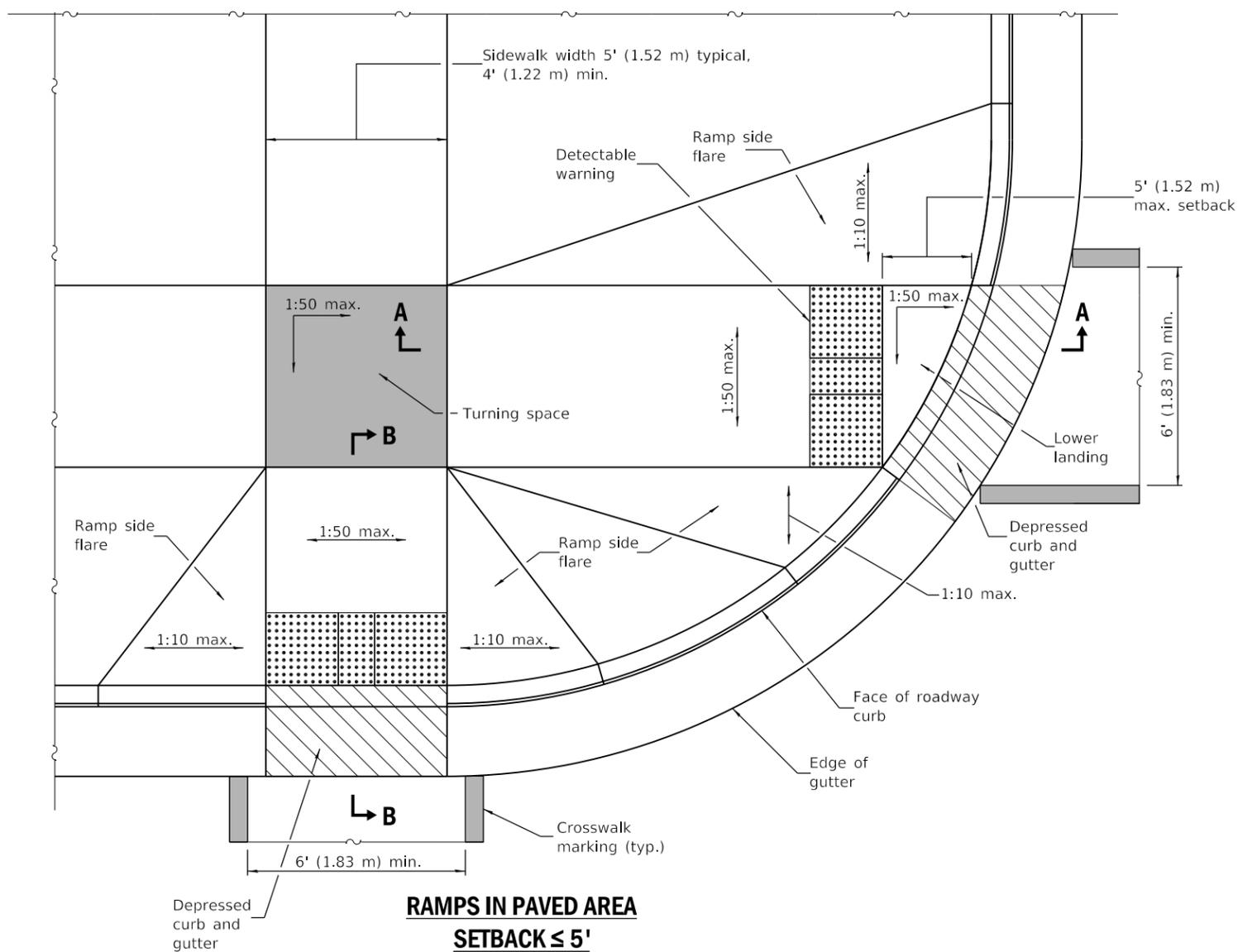


**RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'**

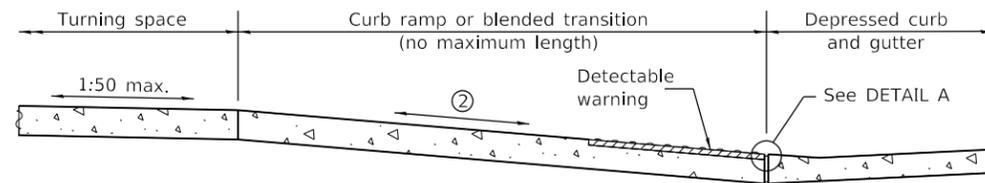


SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

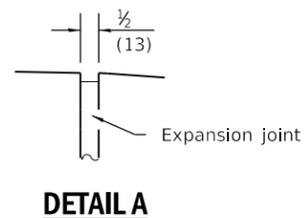


**RAMPS IN PAVED AREA
SETBACK ≤ 5'**

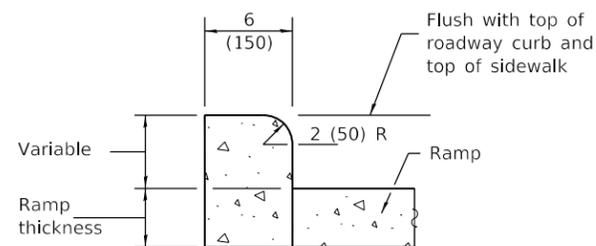


SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces and lower landings.

**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 1 of 2)

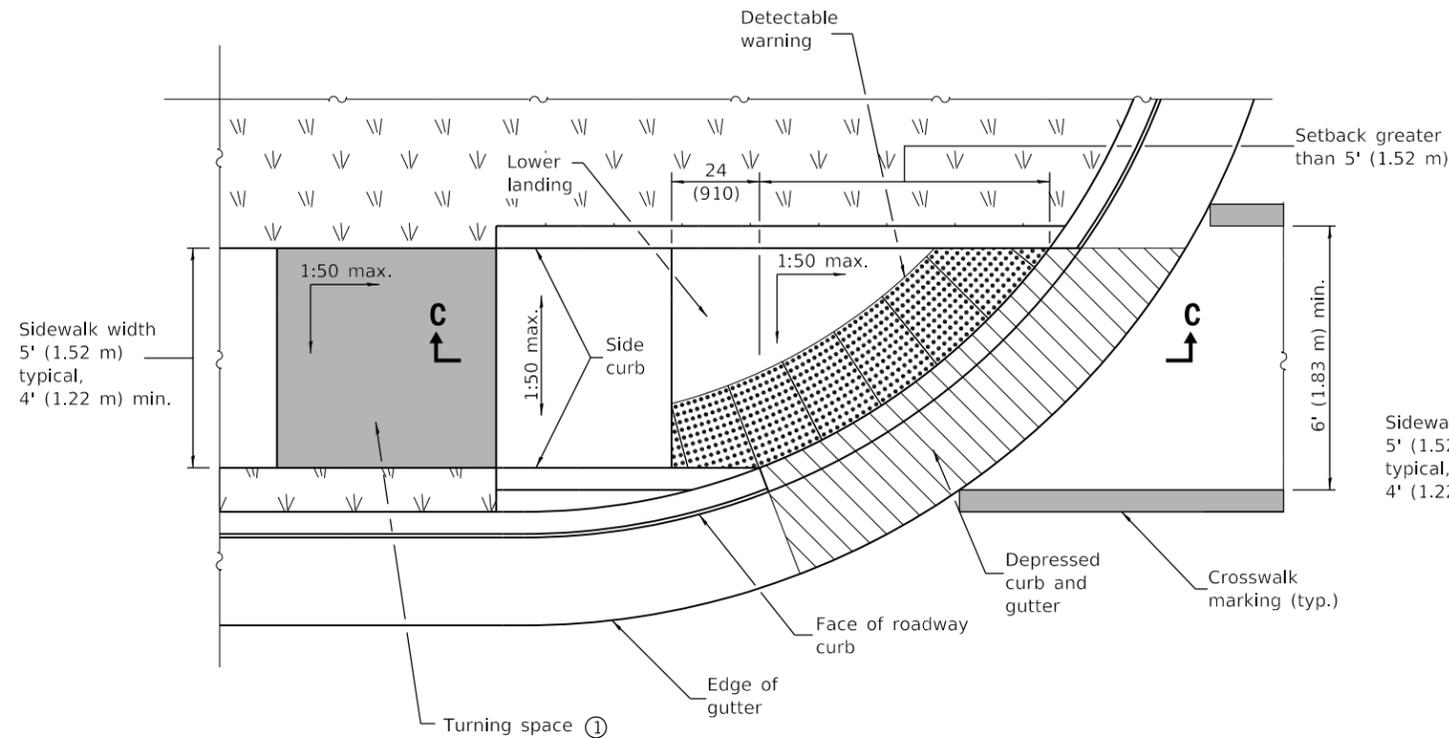
STANDARD 424001-11

Illinois Department of Transportation

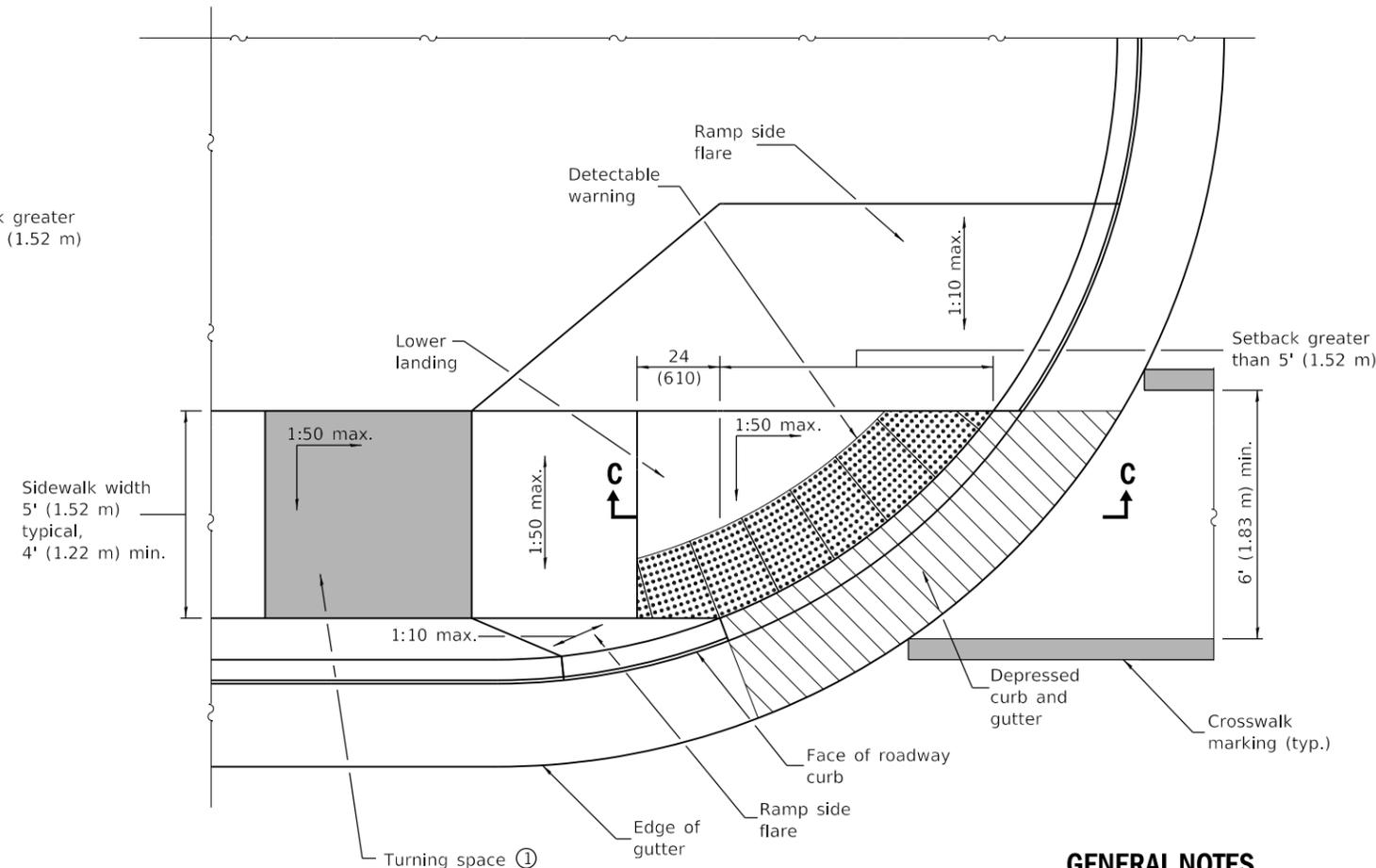
PASSED January 1, 2019
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
John E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

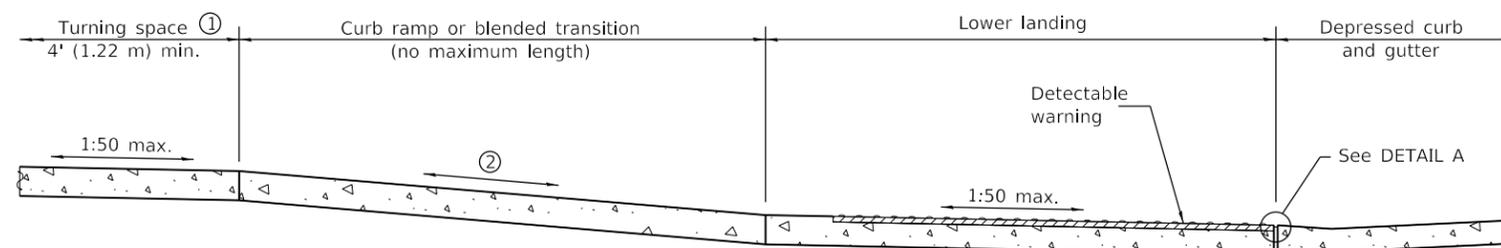
ISSUED 1-1-97



**RAMP IN LANDSCAPED AREA
SETBACK > 5'**



**RAMP IN PAVED AREA
SETBACK > 5'**



SECTION C-C

- ① This turning space not required for blended transitions.
- ② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 2 of 2)

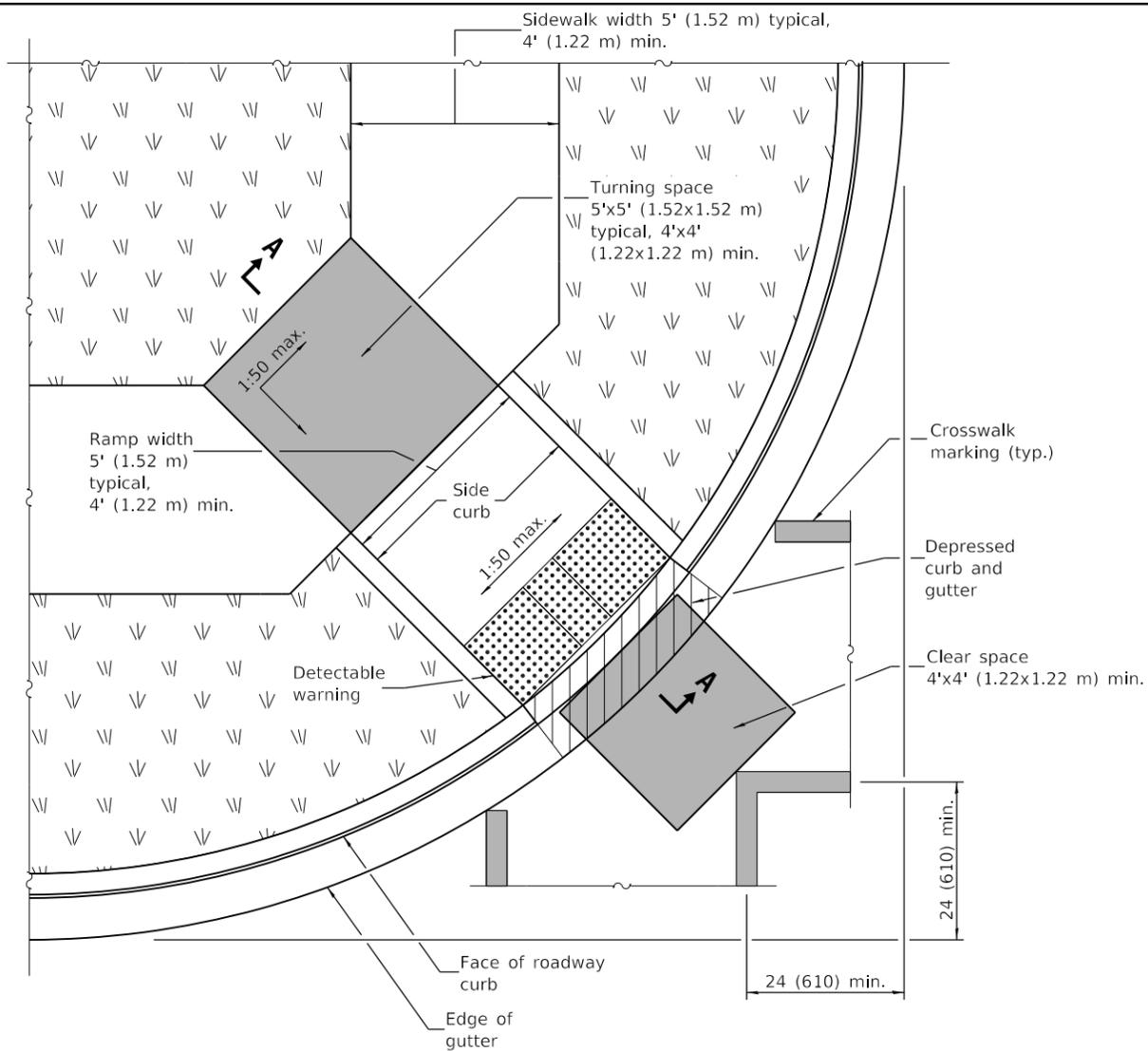
STANDARD 424001-11

Illinois Department of Transportation

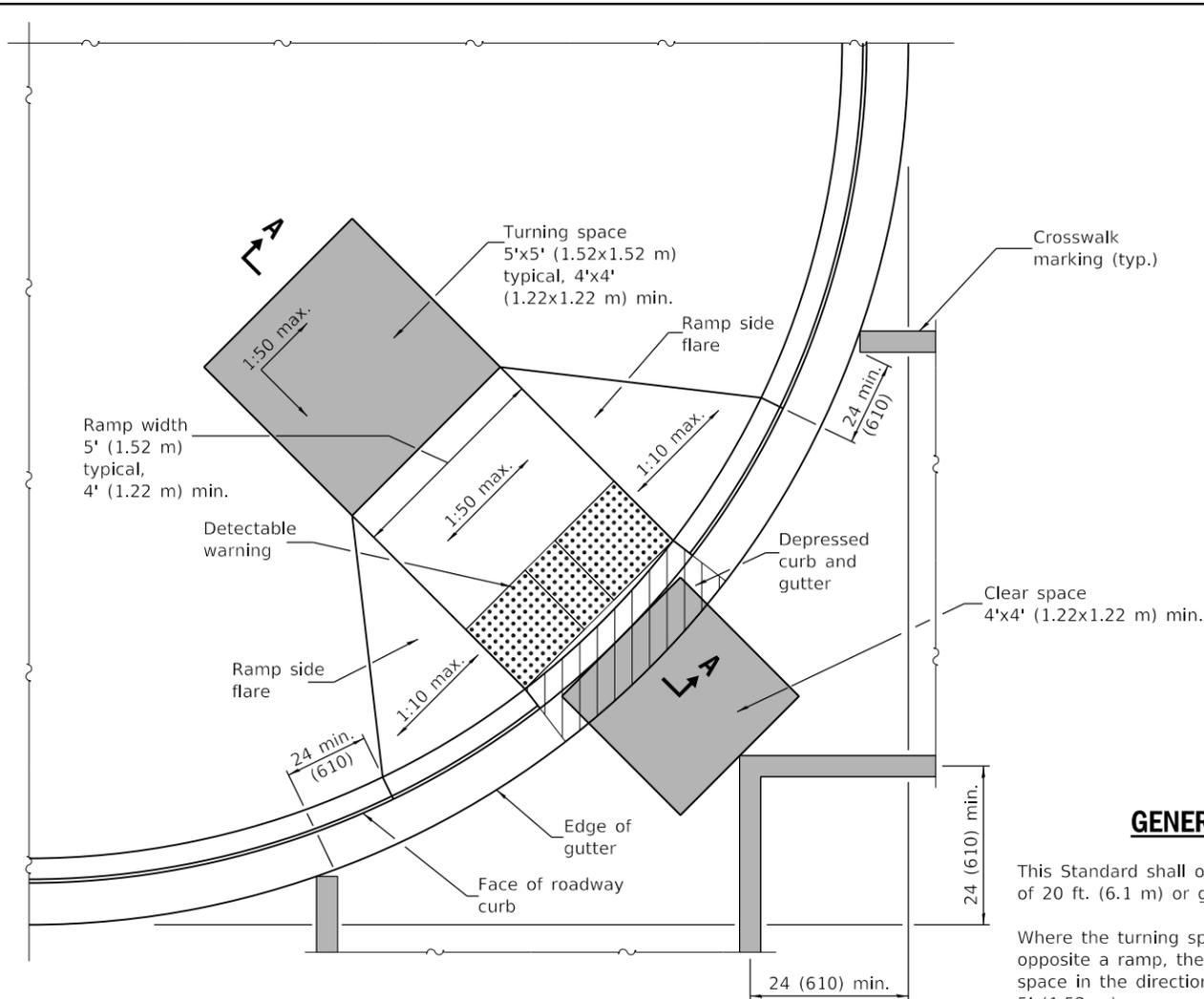
PASSED January 1, 2019
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
Joe E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

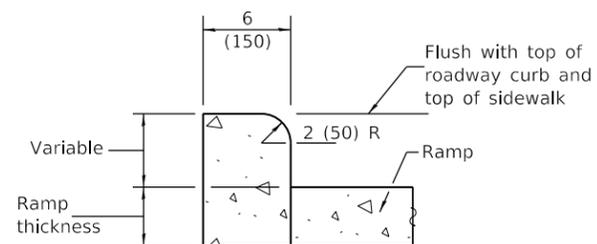
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

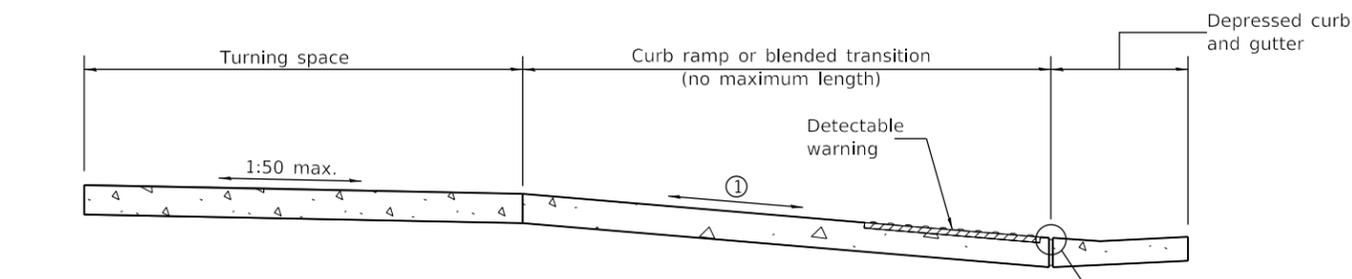
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

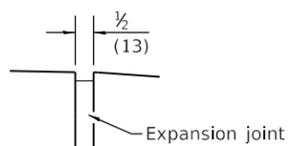


SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added "blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces.

DIAGONAL CURB RAMPS FOR SIDEWALKS

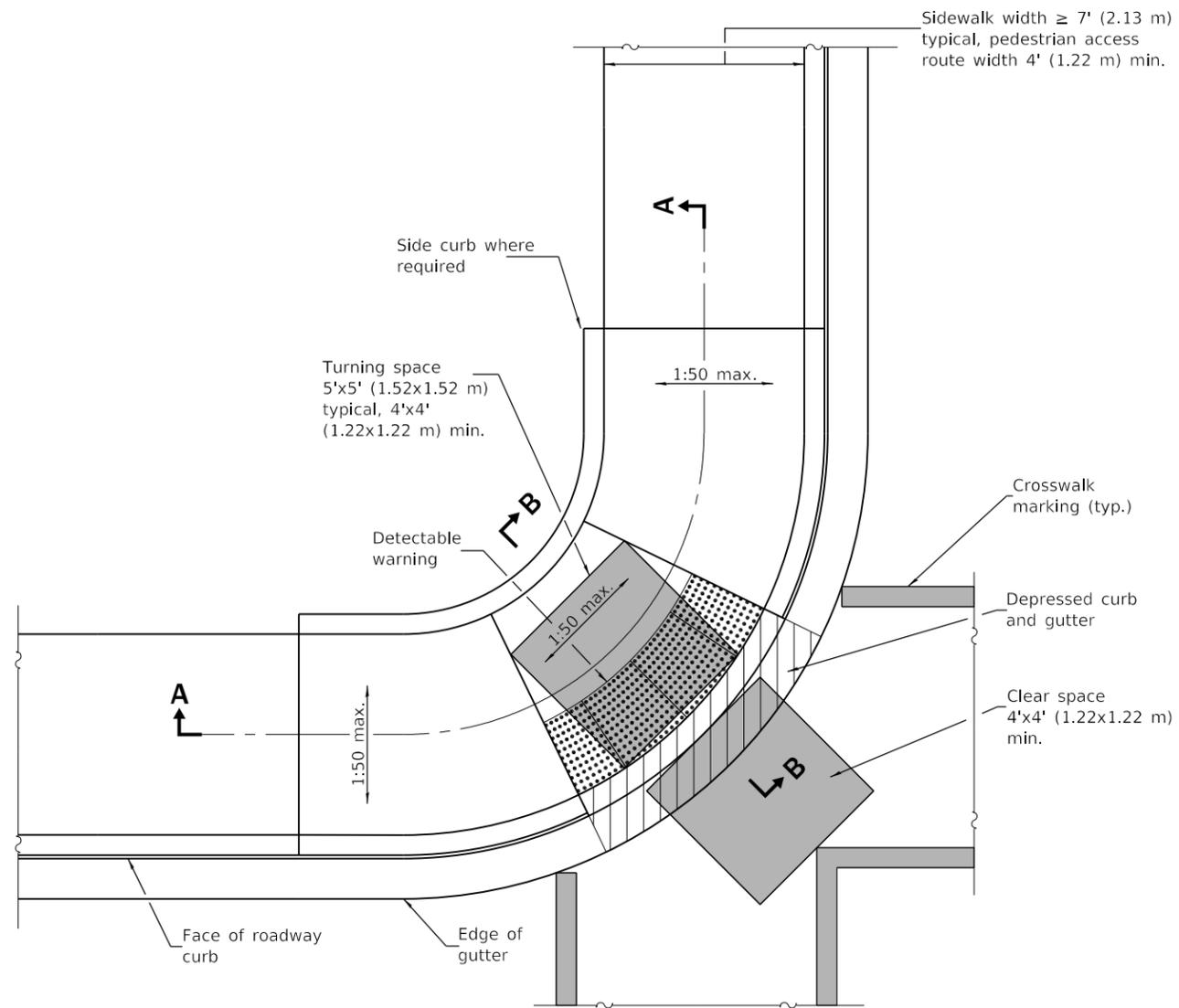
STANDARD 424006-04

Illinois Department of Transportation

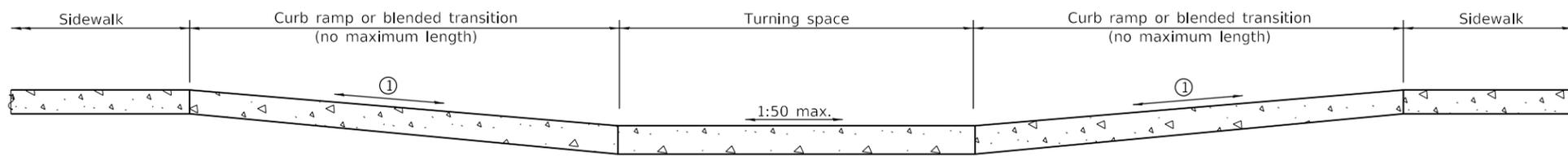
PASSED January 1, 2019
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
Joe E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

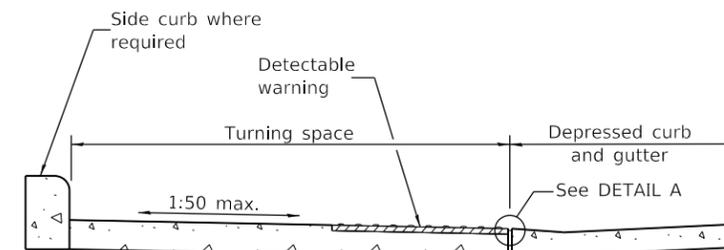


CORNER PARALLEL CURB RAMP

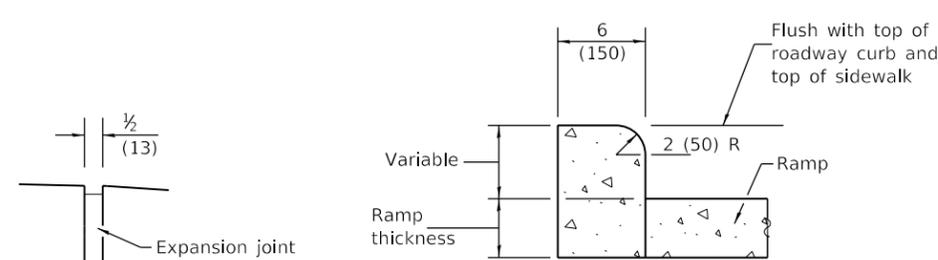


SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



DETAIL A

SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transition and detectable warning tolerances.
1-1-17	Revised sidewalk width to include 24 (610) buffer behind curb.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

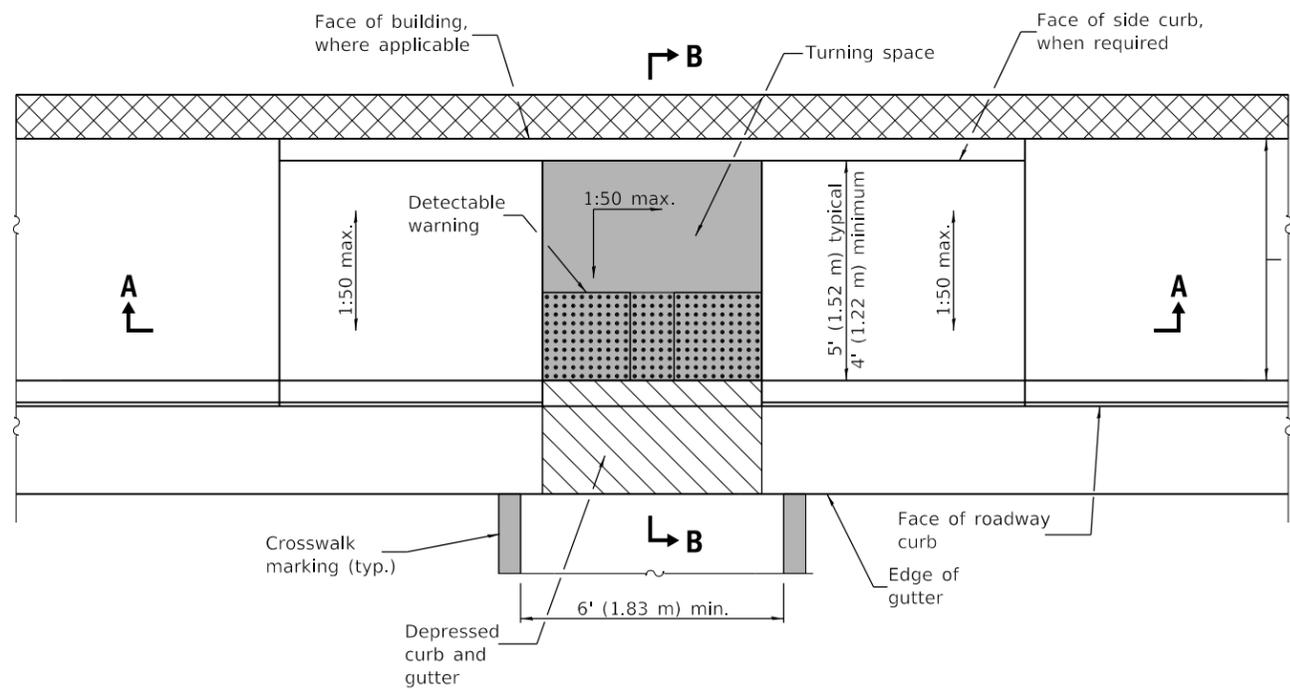
STANDARD 424011-04

Illinois Department of Transportation

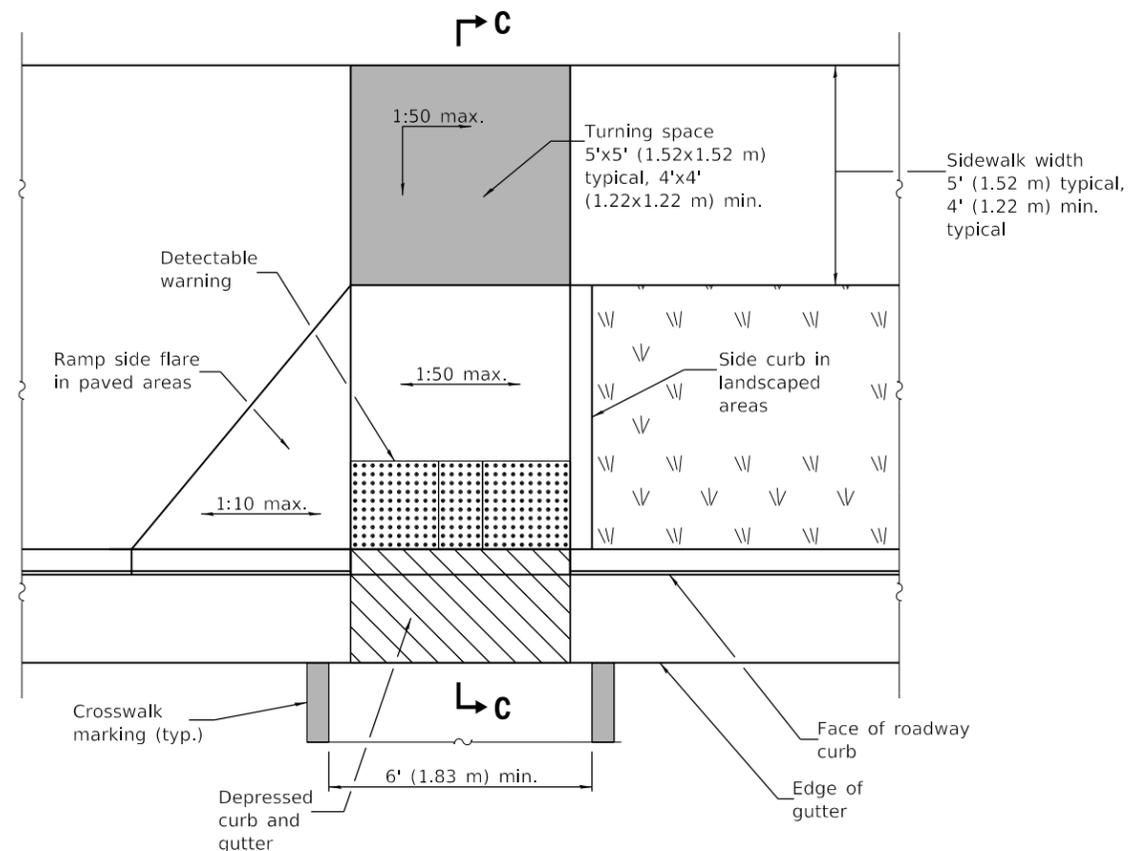
PASSED January 1, 2019
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
John E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

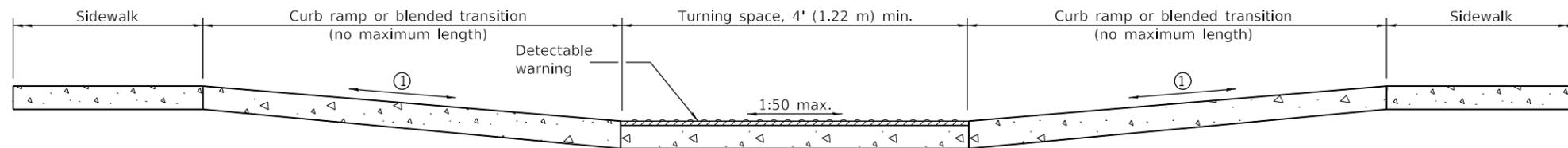
ISSUED 1-1-12



PARALLEL MID-BLOCK CURB RAMP

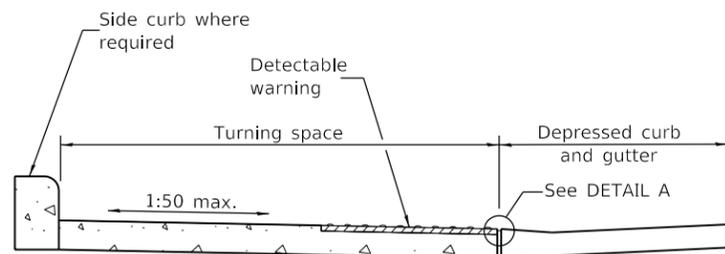


PERPENDICULAR MID-BLOCK CURB RAMP

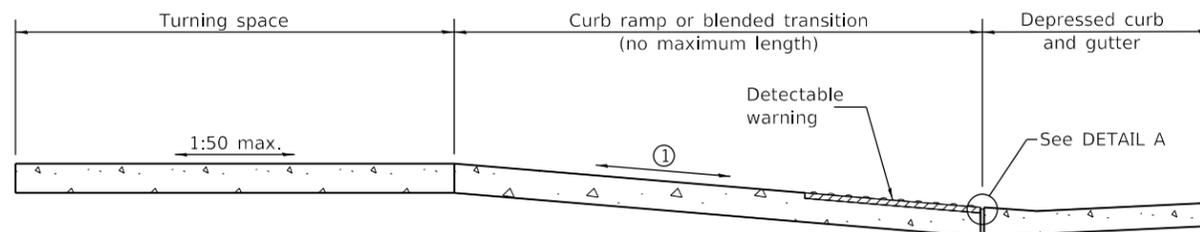


SECTION A-A

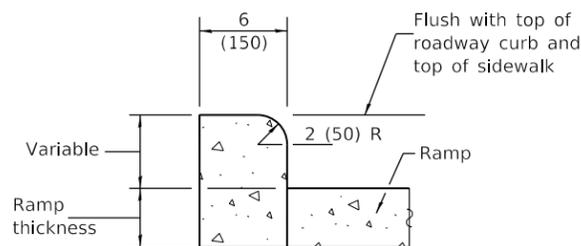
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



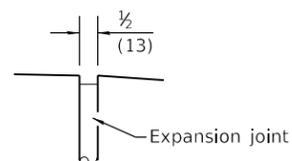
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transitions and detectable warning tolerances.
1-1-18	Omitted diagonal slope at turning spaces and upper landings.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

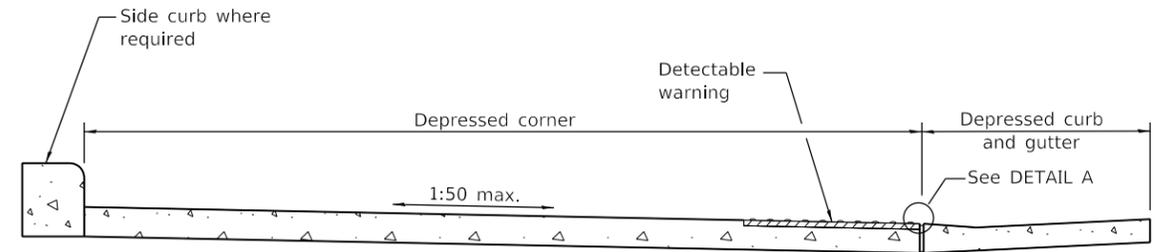
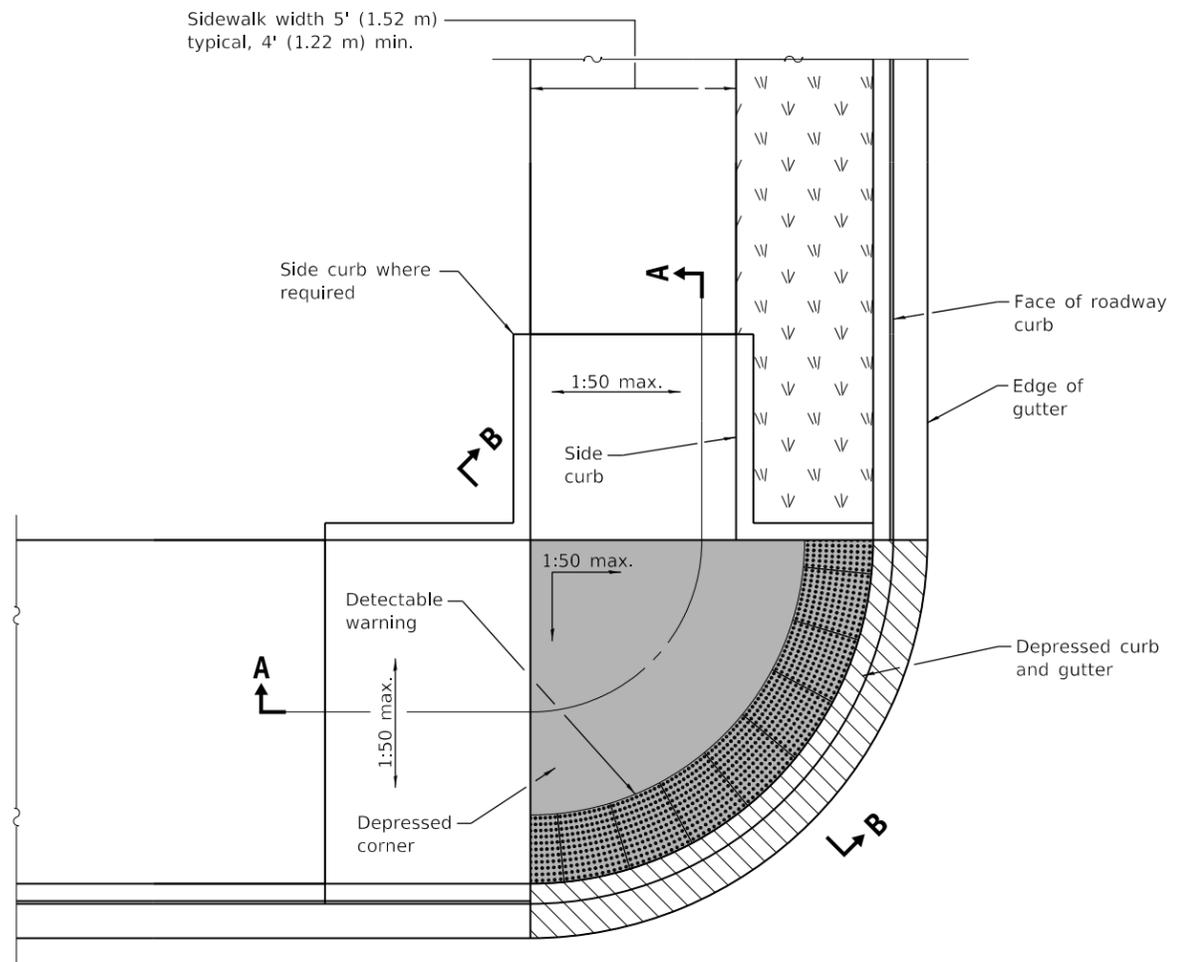
STANDARD 424016-05

Illinois Department of Transportation

PASSED January 1, 2019
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
John E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12



DEPRESSED CORNER

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

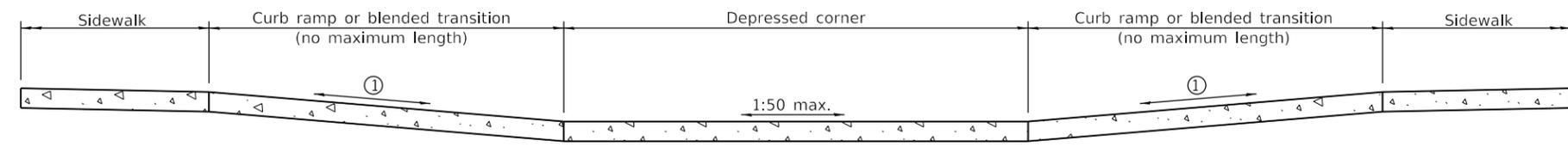
Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

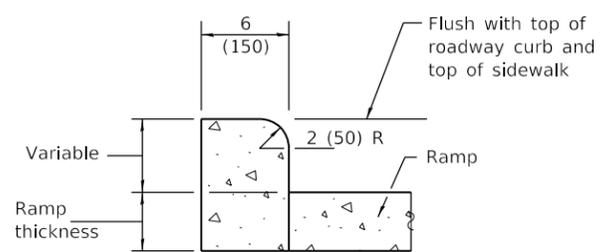
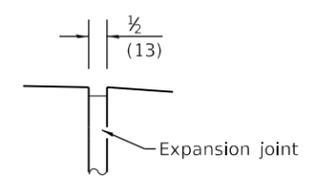
Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.



① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DATE	REVISIONS
1-1-19	Removed upper landings, added blended transition and detectable warning tolerances.
1-1-18	Omitted diagonal slope at turning spaces and upper landings.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-05

Illinois Department of Transportation

PASSED January 1, 2019

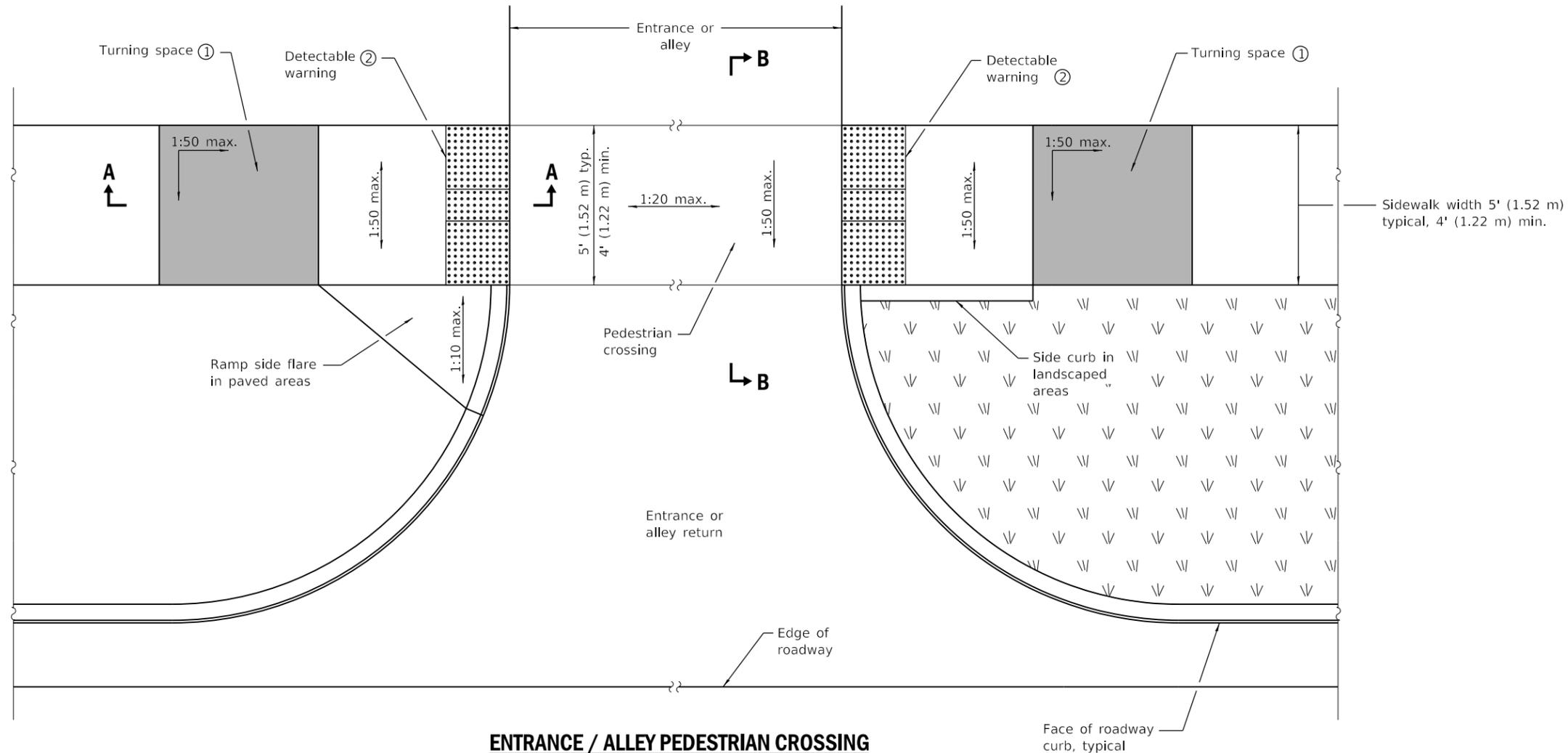
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019

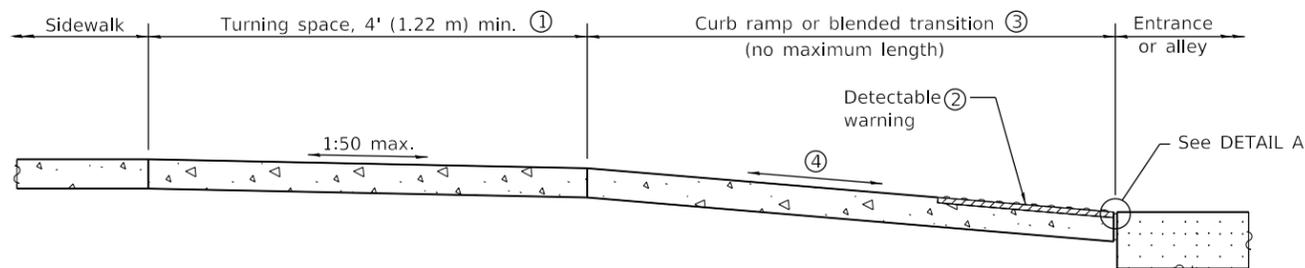
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

- ② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).
- ③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.

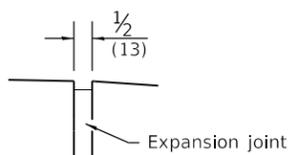


ENTRANCE / ALLEY PEDESTRIAN CROSSING

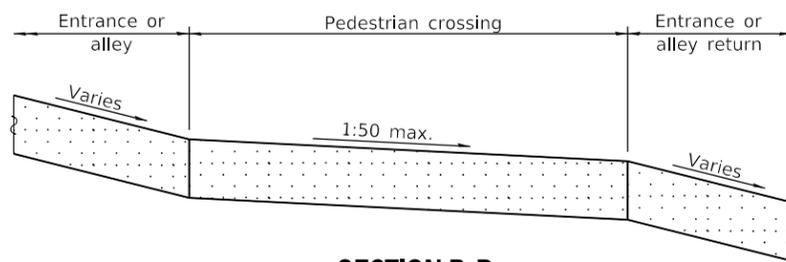


SECTION A-A

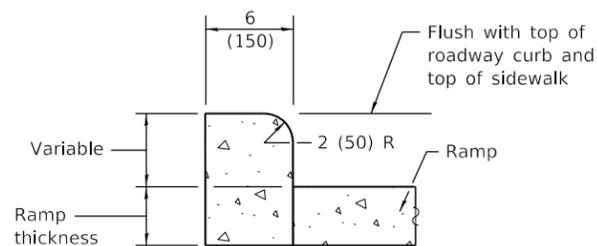
- ① Turning space not required for blended transitions.
- ④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SECTION B-B



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Added blended transitions and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at upper landings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

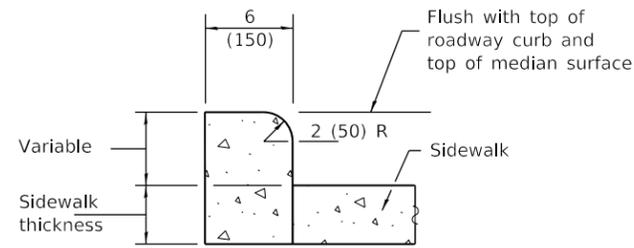
STANDARD 424026-03

Illinois Department of Transportation

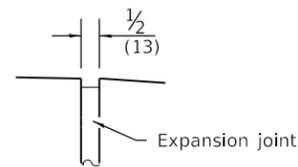
PASSED January 1, 2019
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
Joe E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

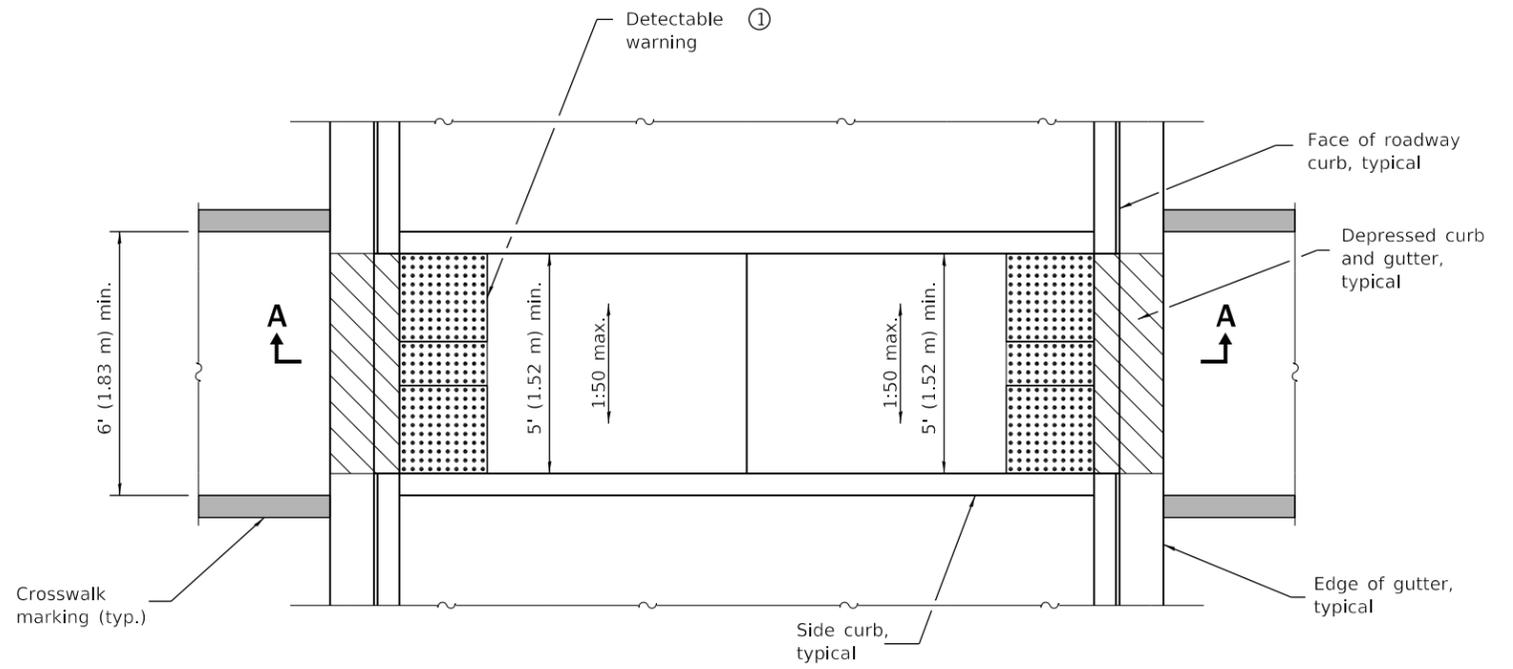
ISSUED 1-1-12



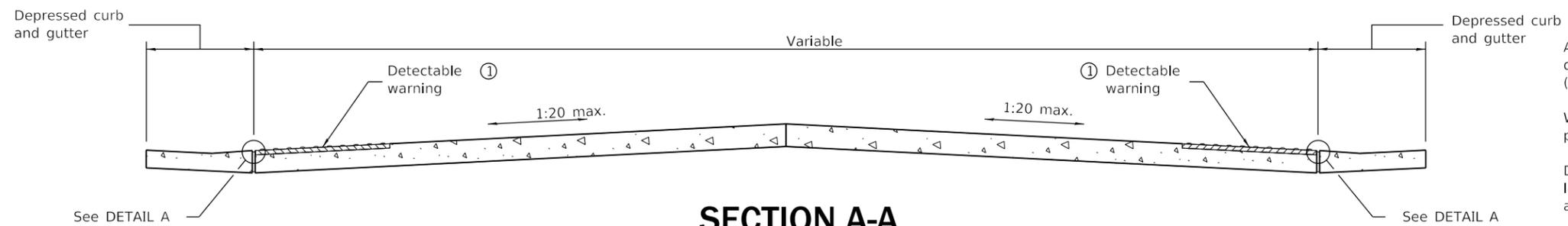
SIDE CURB DETAIL



DETAIL A



MEDIAN PEDESTRIAN CROSSING



SECTION A-A

① Omit detectable warnings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2019
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

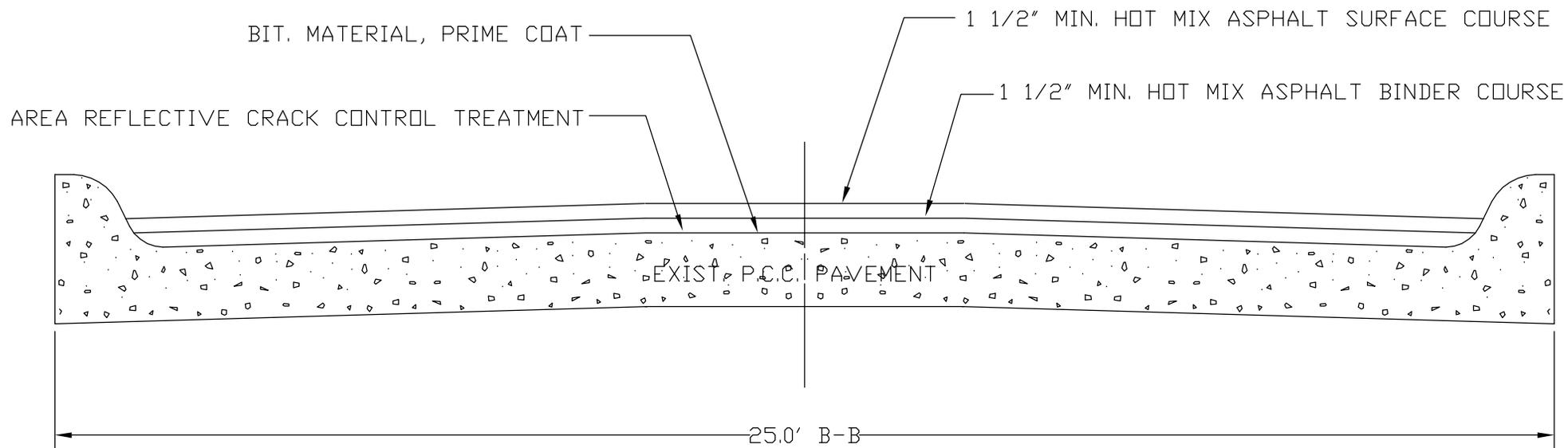
APPROVED January 1, 2019
John E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

DATE	REVISIONS
1-1-19	Added placement tolerances for detectable warnings.
1-1-12	Widened crosswalk to 6' (1.83 m) min. inside dimension.
	Revised General Notes.

MEDIAN PEDESTRIAN CROSSINGS

STANDARD 424031-02



TYPICAL OVERLAY SECTION

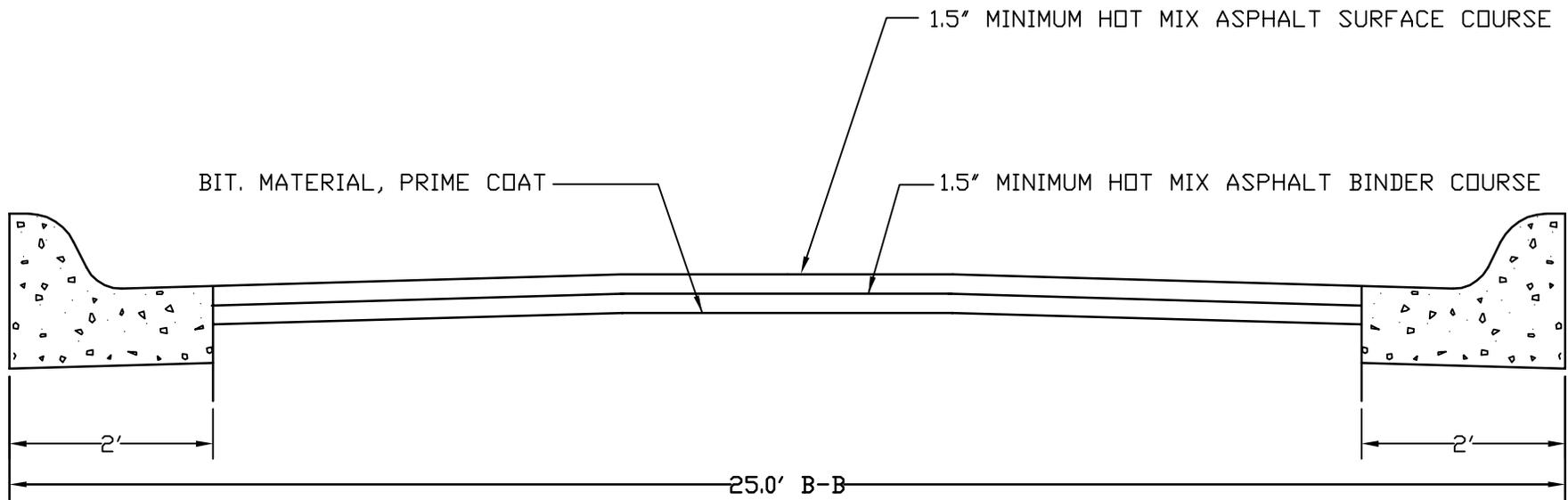
NOT TO SCALE

REVISION (ACC THICKNESS)	TAB	DATE
REVISION	MJH	05/07/01
STANDARDIZED	PMCJ	09/06/94
REVISION	BY	DATE

TYPICAL OVERLAY SECTION

**CITY OF ROCK ISLAND
ENGINEERING DIVISION**

STANDARD NO. 110



TYPICAL - FULL DEPTH BIT. CONC. SECTION

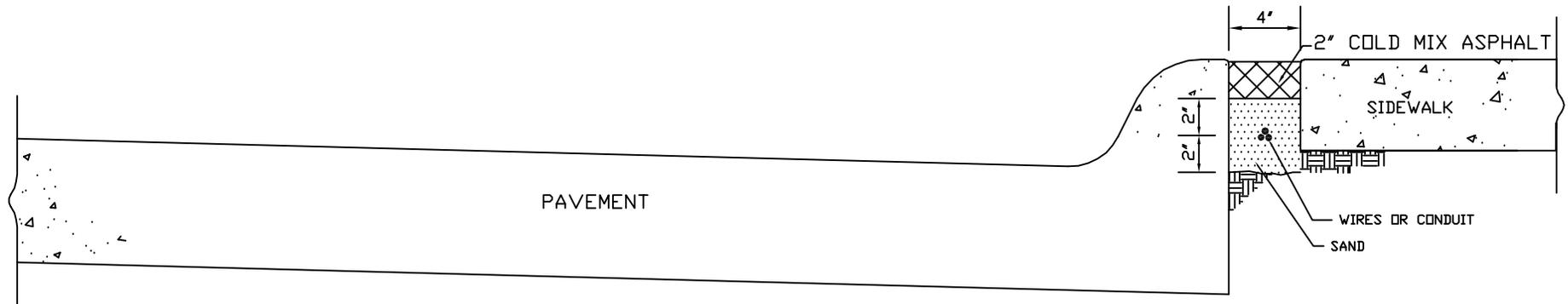
TYPICAL - FULL DEPTH BIT.
CONC. SECTION

NOT TO SCALE

REVISION (ACC THICKNESS)	TAB	DATE
REVISION	MJH	05/07/01
STANDARDIZED	PMCJ	09/07/94
REVISION	BY	DATE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 111



PAVEMENT

2" COLD MIX ASPHALT

SIDEWALK

WIRES OR CONDUIT

SAND

RACEWAY DETAIL

STANDARDIZED	CWE	06/28/91
STAND112.DWG	MDW	03/91
REVISION	BY	DATE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 112

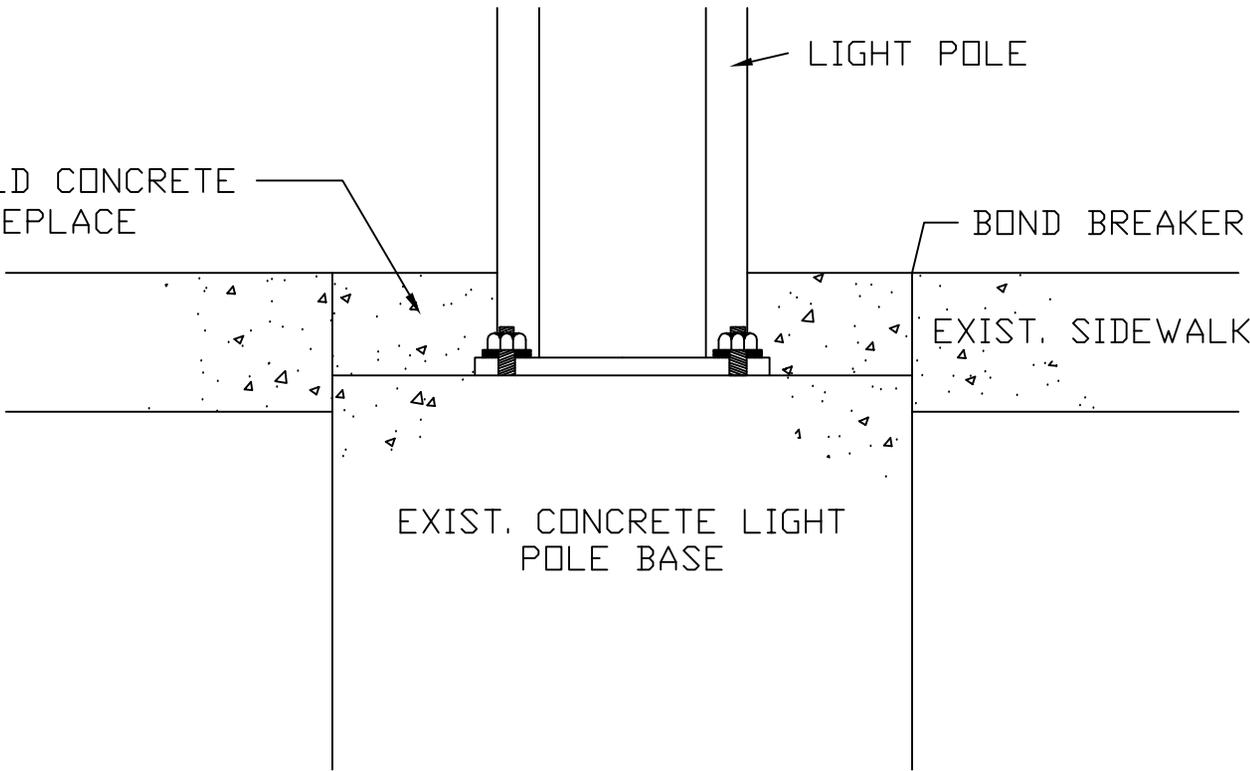
REMOVE OLD CONCRETE
CAP AND REPLACE

LIGHT POLE

BOND BREAKER

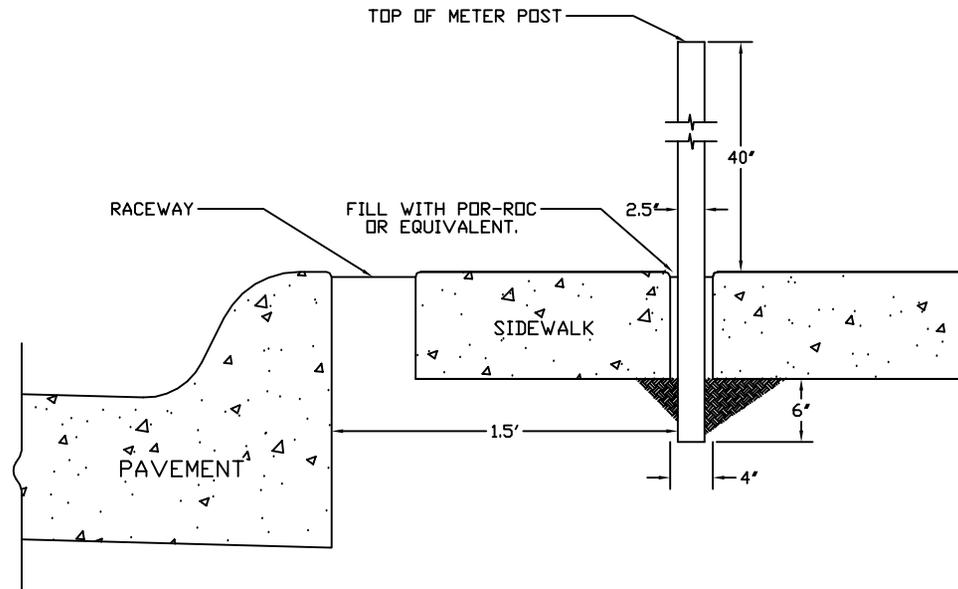
EXIST. SIDEWALK

EXIST. CONCRETE LIGHT
POLE BASE



SIDEWALK AT LIGHT POLE BASE

STANDARDIZED	CVE	06/28/91
STAND113.DWG	MDM	03/91
REVISION	BY	DATE

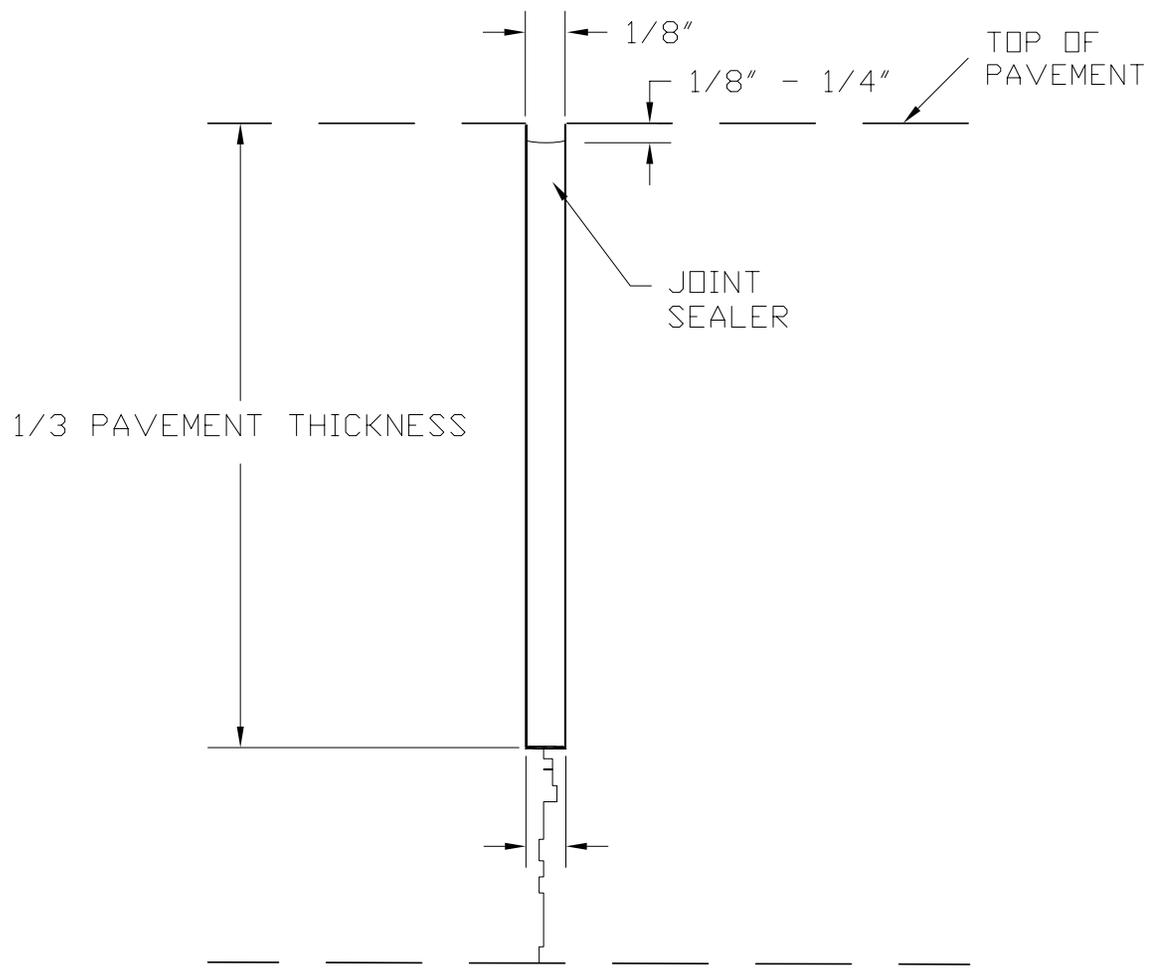


PARKING METER POST DETAIL

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 114

REVISION	BY	DATE
STANDARDIZED	CWE	06/28/91
STAND114.DWG	MDM	03/91



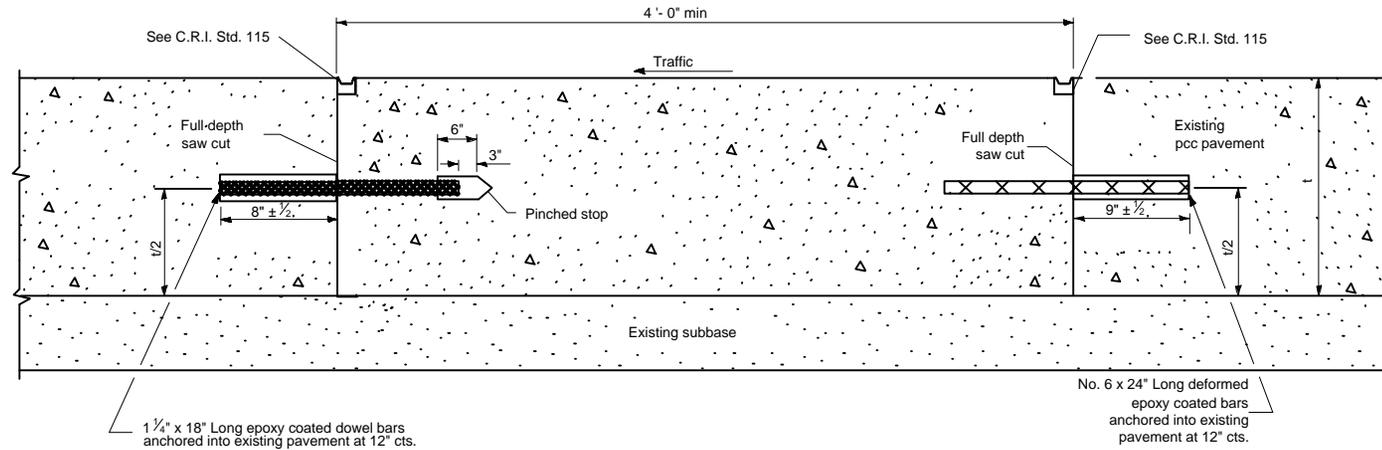
1. AFTER SAWING, BLOW WITH OIL- AND WATER- FREE COMPRESSED AIR TO ELIMINATE DEBRIS AND WATER
2. SEAL WITH APPROVED JOINT SEALER

DETAIL OF JOINT FILLER

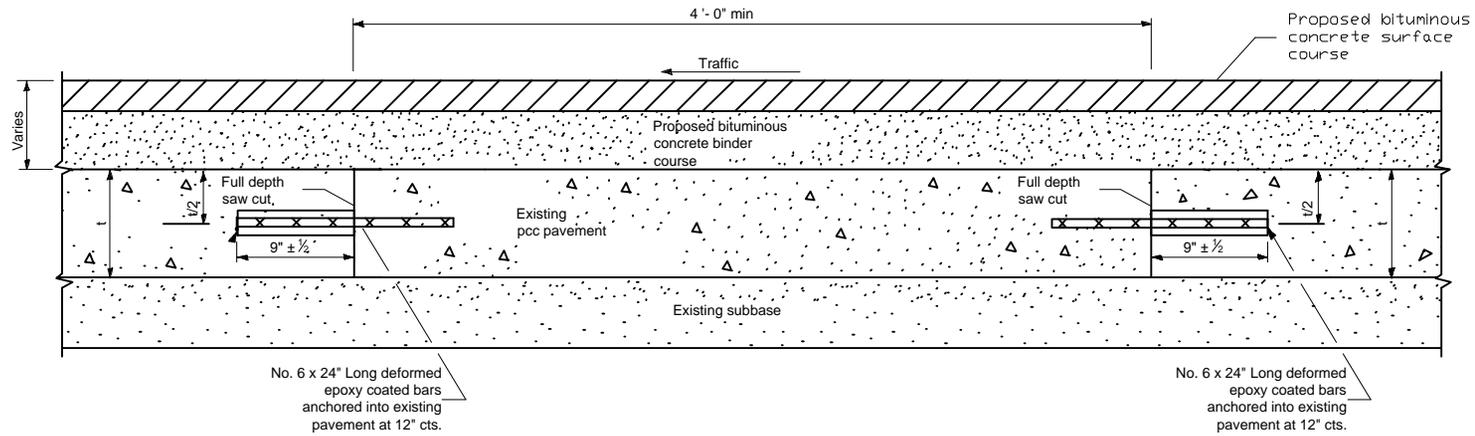
REVISED	MDW	03/26/08
REVISED	TAB	01/07/00
STANDARDIZED	CWE	06/28/91
REVISION	BY	DATE

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 115
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TIE BARS ON CENTERLINE IN PATCHES > 10.0'



METHOD I
(NO RESURFACING)



METHOD II
(WITH RESURFACING)

All dimensions are in inches unless otherwise shown.

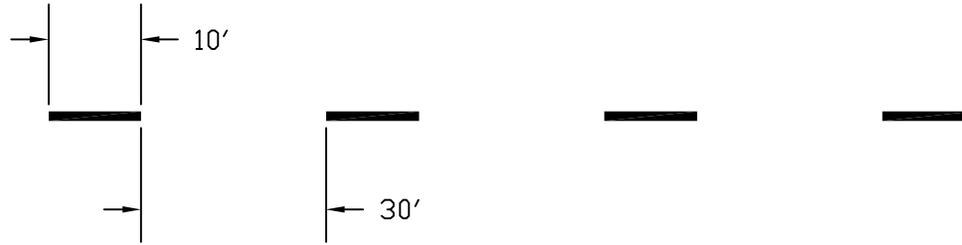
REVISED	DGW	02/21/08
REVISED	WLC	03/21/07
REVISED	MDW	05/09/05
STANDARDIZED	WLC	04/01/05
REVISION	BY	DATE

PATCH REINFORCEMENT STANDARD

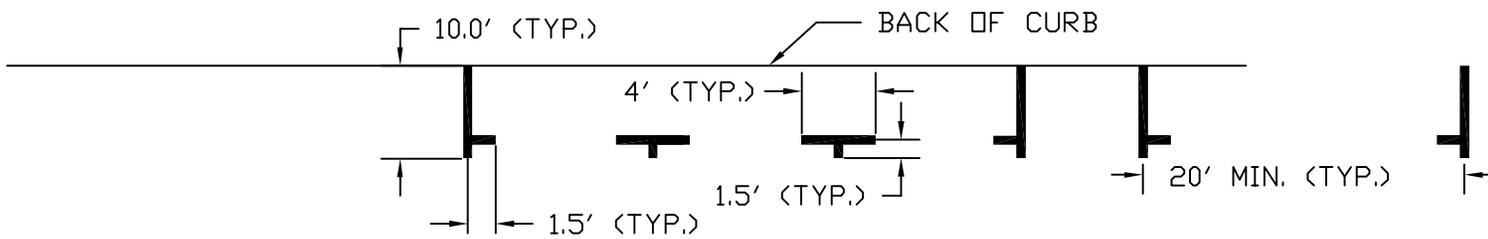
CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 116

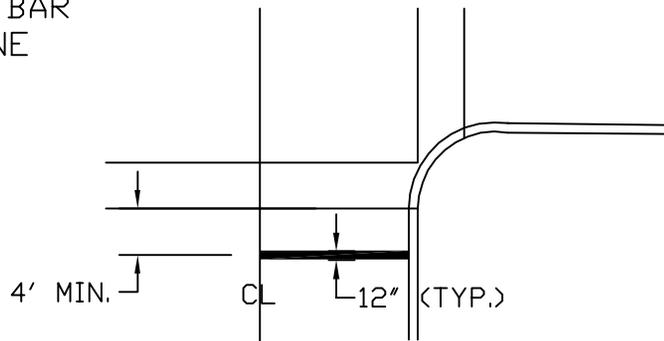
TYPICAL LANE MARKING
4" WIDE LINE



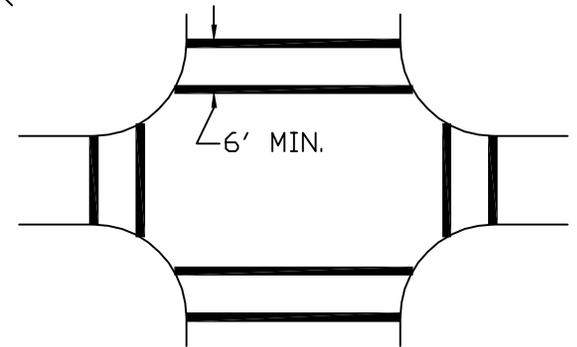
TYPICAL PARKING SPACE LIMIT MARKING
4" WIDE LINE



TYPICAL STOP BAR
12" WIDE LINE



TYPICAL CROSSWALK
6" WIDE LINE

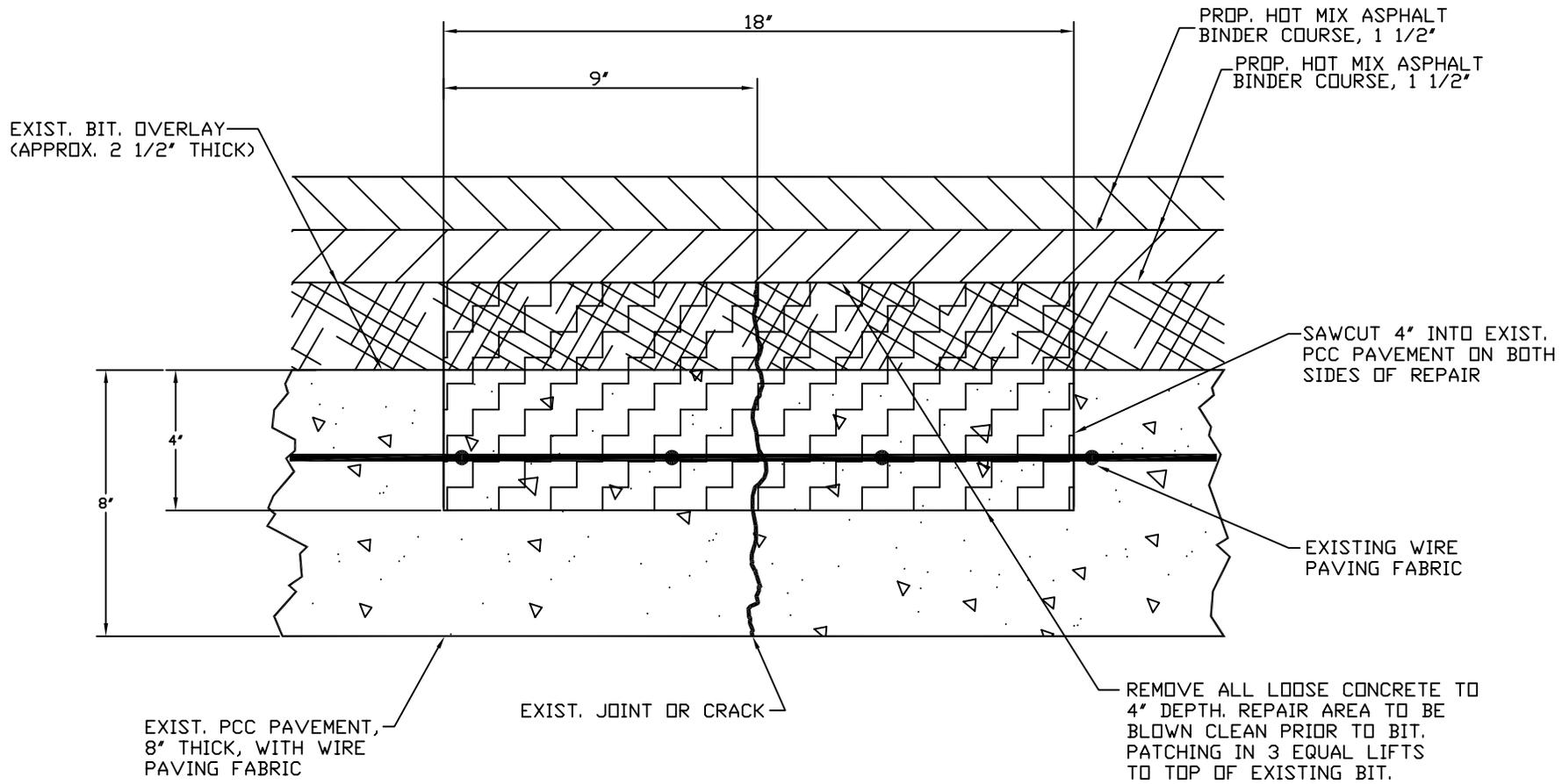


TYPICAL PAVEMENT MARKINGS

REVISED	GB	10/29/96
STANDARDIZED	CVE	06/28/91
REVISION	BY	DATE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 117



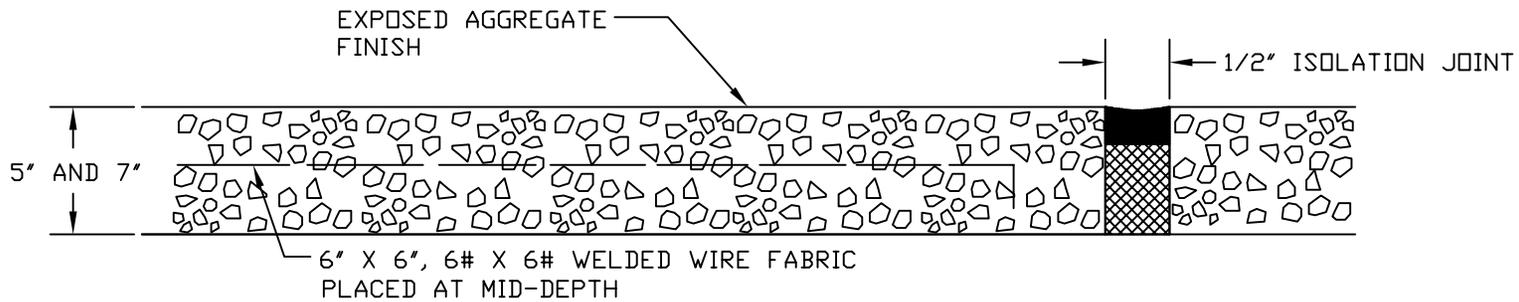
JOINT AND CRACK REPAIR

JOINT REPAIR DETAIL

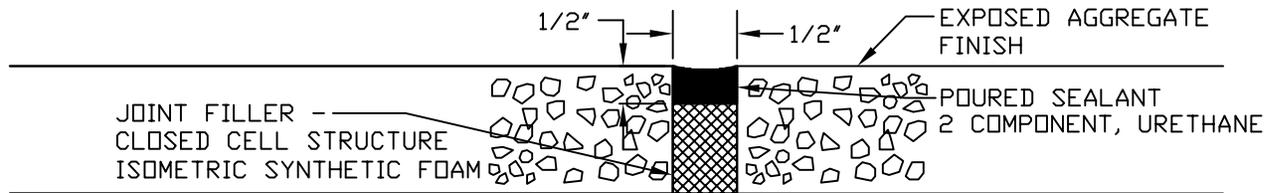
Revised STAND118.DWG	TAB	01/04/16
STAND103.DWG	RDJ	03/05/93
REVISION	BY	DATE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

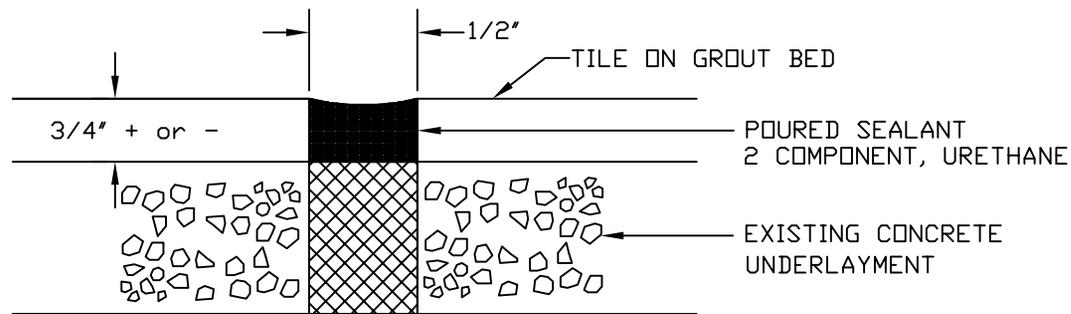
STANDARD NO. 118



P.C.C. SIDEWALK WITH EXPOSED AGGREGATE FINISH



ISOLATION JOINT FOR EXPOSED AGGREGATE FINISH



ISOLATION JOINT FOR TILE REPAIR

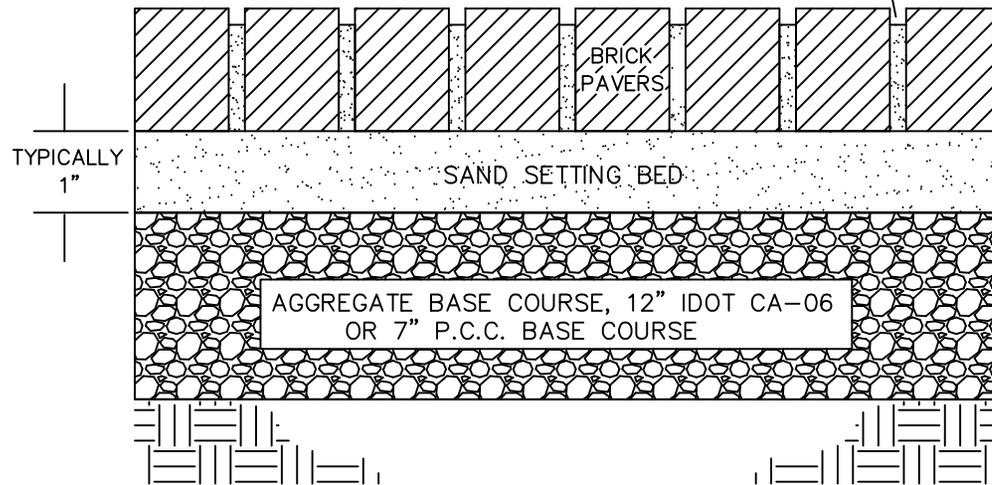
JOINTS, SPECIAL
ISOLATION JOINT FOR TILE REPAIR

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 119

STANDARDIZED	PMCJ	03/16/94
REVISION	BY	DATE

FOLLOWING BRICK PLACEMENT A 3:1 SAND/CEMENT MORTAR MIX SHALL BE SWEEPED INTO CRACKS, VIBRATED AND WATERED IN.



NOTE:

1. WHERE POSSIBLE SALVAGED BRICK SHALL BE REUSED. IF ADDITIONAL BRICK IS NEEDED, THEY SHALL BE PURINGTON PAVERS, OR APPROVED EQUAL.
2. BRICK SHALL BE PLACED TO MATCH THE EXISTING PAVEMENT OR SIDEWALK PATTERN.
3. THE SAND SETTING BED SHALL MEET THE IDOT REQUIREMENTS FOR GRADATIONS FA-1, FA-2 OR FA-6 AS DESIGNATED IN SECTION 1003 OF THE STANDARD SPECIFICATIONS.
4. BRICK SIDEWALK SHALL HAVE AN AGGREGATE BASE COURSE, TYPE A (IDOT GRADATION CA-6) PLACED ACCORDING TO SECTION 351 OF THE STANDARD SPECIFICATIONS.
5. BRICK PAVEMENT SHALL HAVE A P.C.C. BASE COURSE OF 7" PLACED ACCORDING TO SECTION 353 OF THE STANDARD SPECIFICATIONS OR A 12" AGGREGATE BASE COURSE, TYPE A (IDOT CA-06)

NOT TO SCALE

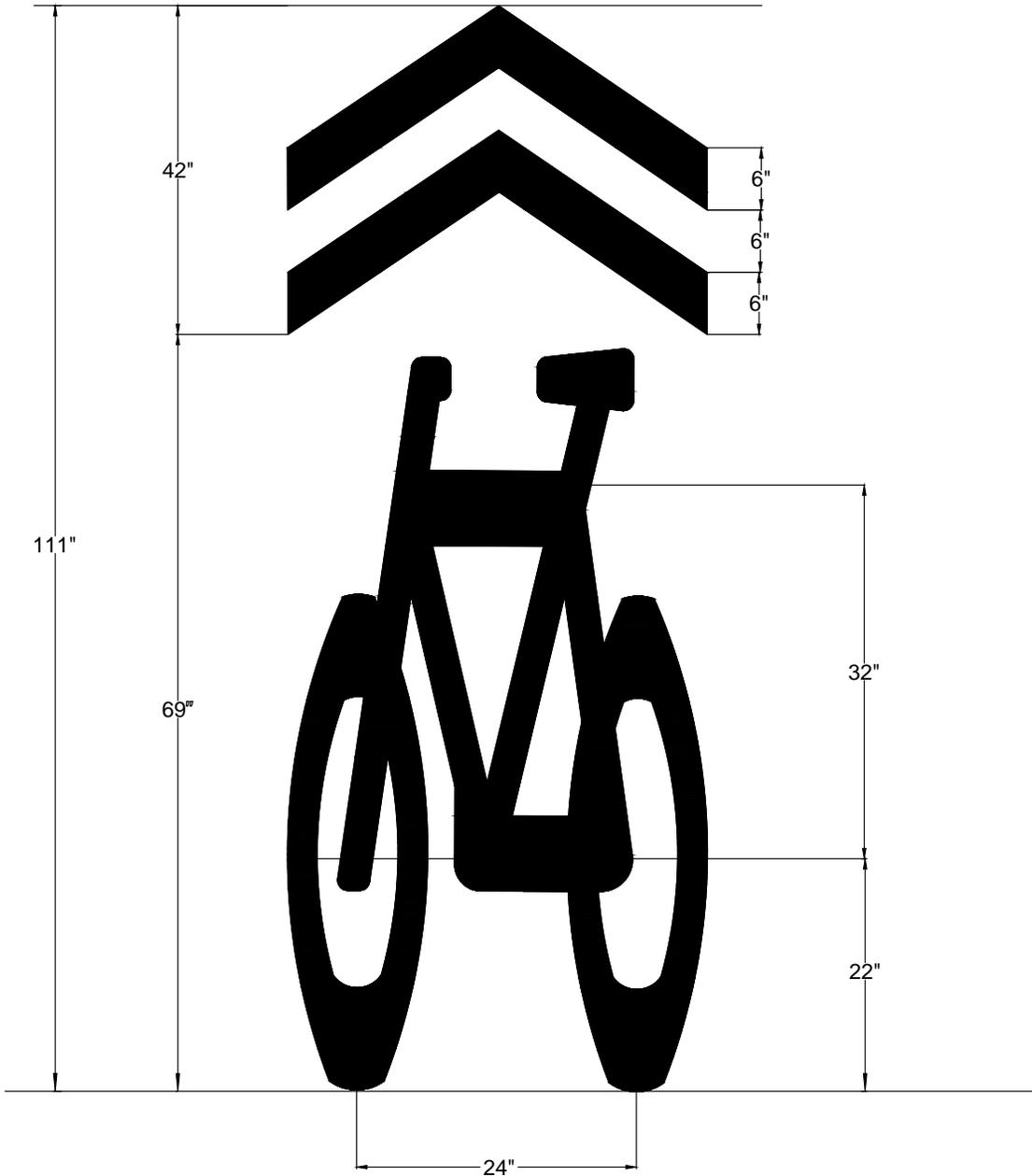
BRICK PAVEMENT AND SIDEWALK

BASE UPDATE	BAN	01/06/16
BASE UPDATE	JCP	6/9/11
METRIC	BJT	12/30/96
STANDARDIZED	PMCJ	3/28/96
REVISION	BY	DATE

S: \... \MISC \STANDARD \CRI_STD \120.DWG

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 120



NOT TO SCALE

NOTE:

1. PAINTING FOR THE "SHARROW" MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ARTICLE 780.06.
2. THERMOPLASTIC FOR THE "SHARROW" MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ARTICLE 780.05.
3. MARKINGS SHALL BE PLACED 4' FROM THE FACE OF THE CURB WHERE THE ROADWAY IS MARKED "NO PARKING".
4. MARKINGS SHALL BE PLACED 11' FROM THE FACE OF THE CURB WHERE PARKING IS ALLOWED

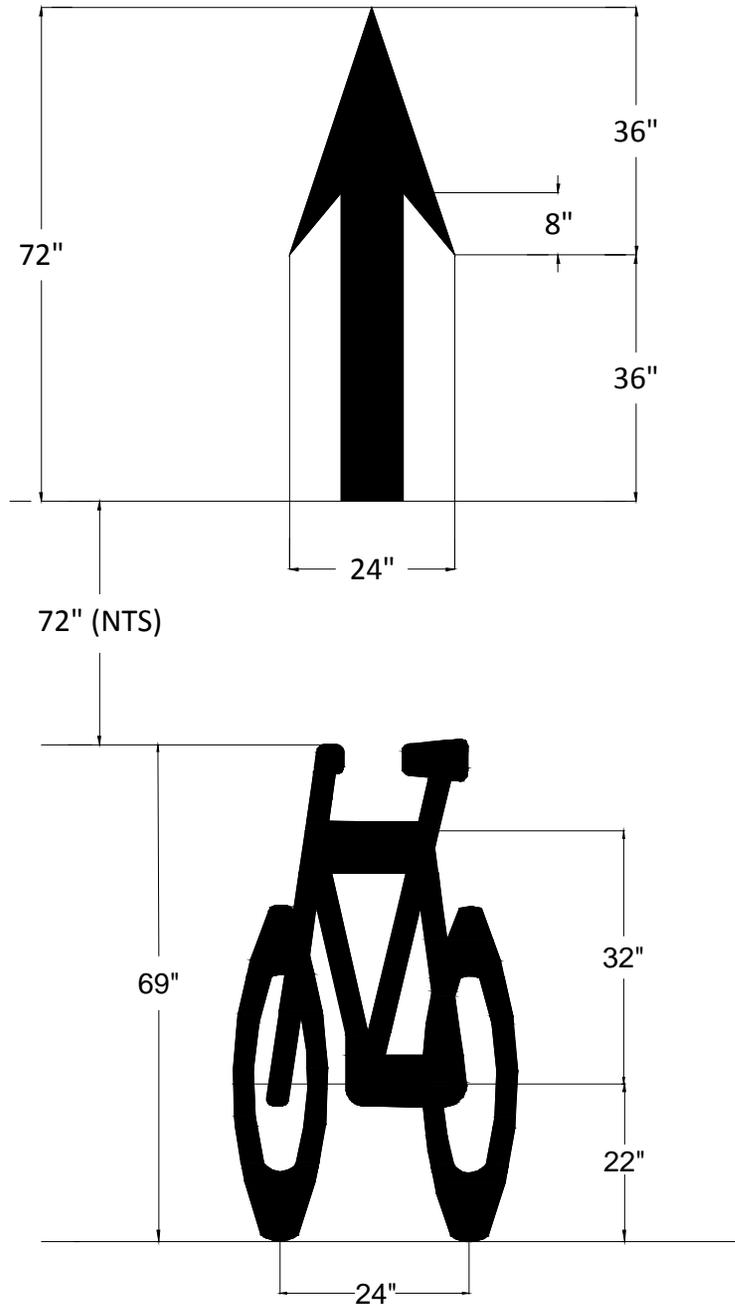
BICYCLE SHARED LANE MARKINGS, "SHARROWS"

STANDARDIZED	JCP	7/30/12
REVISION	BY	DATE

S:\...\MISC\STANDARD\CRI_STD\121.DWG

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 121



NOTE:

1. PAINTING FOR THE "BIKE LANE" MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ARTICLE 780.06.
2. THERMOPLASTIC FOR THE "BIKE LANE" MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ARTICLE 780.05.
3. MARKINGS SHALL BE PLACED IN THE CENTER OF THE BIKE LANE.

NOT TO SCALE

BICYCLE LANE MARKINGS

REVISED	MDW	3/4/14
STANDARDIZED	JCP	7/30/12
REVISION	BY	DATE

S:\...\MISC\STANDARD\CRI_STD\121.DWG

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 122

PRECAST OR CONCRETE BRICK ADJUSTING RINGS SHALL BE MORTARED BETWEEN FRAME AND MH SECTION. A MIN. OF 4" AND A MAX. OF 16" ADJUSTMENT IS REQUIRED.

FRAME AND LID SHALL CONFORM TO NEENAH FOUNDRY CO. STANDARDS OR EQUIVALENT; NO. R-1713 WITH SELF-SEALING LID TOTAL WEIGHT = 540 LBS.

MANHOLE FRAMES AND LIDS SHALL BE FLUSH WITH THE PAVEMENT (WITHIN +/- 1/8").

ALL PIPES ENTERING AND EXITING MH'S SHALL HAVE A JOINT WITHIN 6" TO 24" OF THE OUTER SURFACE OF MH. CONCRETE SHALL BE POURED TO, BUT NOT BEYOND, THE FIRST PIPE JOINT.

ALL PIPE SHALL END FLUSH TO THE INSIDE WALL OF MANHOLE

CLASS SI CONCRETE

5 #4 BARS
4'-6" @
12" CENTERS

CONSTRUCT DEPTH OF FILLET TO 1/2 PIPE DIAMETER

5 #4 BARS
4'-6" @
12" CENTERS

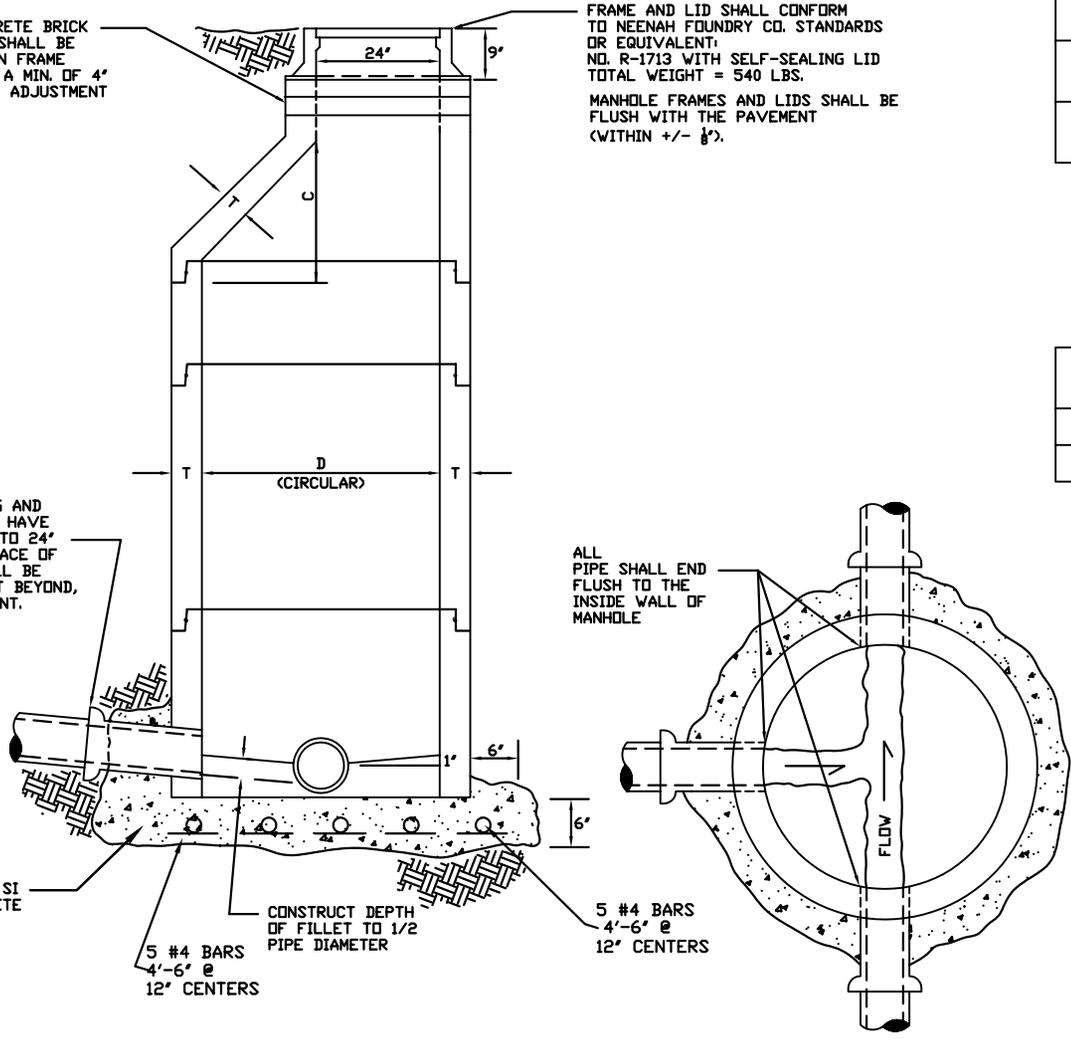
ALTERNATE MATERIAL FOR WALLS	D	C	T
PRECAST SECTIONS	4'-0"	3'-0"	5'
	5'-0"	3'-0"	6'
POURED WALLS *	4'-0"	3'-0"	6'
	5'-0"	3'-0"	6'

* CLASS SI CONCRETE, VIBRATED, WITH FORMS RIDGED AND TRUE TO VERTICAL ALIGNMENT.

DIAMETER OF MAIN SEWER	D
21" AND UNDER	4'-0"
24" TO 36" INCLUSIVE	5'-0"

NOTES:

1. NO PIPE SHALL ENTER MANHOLE HIGHER THAN 2' FROM FILLET, UNLESS AN OUTSIDE DROP M.H. IS CONSTRUCTED.
2. ALL PRECAST MANHOLE JOINTS SHALL BE SEALED WITH AN O-RING RUBBER GASKET, MEETING ASTM C443.
3. PIPE CONNECTIONS ON M.H. WORK ARE INCIDENTAL, IF WITHIN 2' OF STRUCTURE.
4. PRECAST M.H. SECTIONS WITH A-LOCKS & PRECAST FILLETS SHALL NOT BE ALLOWED.
5. STEPS SHALL NOT BE INSTALLED IN MANHOLE.
6. USE SELF SEALING LIDS ON ALL SANITARY AND USE TYPE B ON ALL STORM.
7. MATCH 0.8 POINTS ON PIPE ENTERING MANHOLE



MH FRAME/GRATE ELEV.	J.C.P.	01/15/09
UPDATE ASTM ON NOTE 2	J.C.P.	01/05/09
CHANGE NOTE 6	L.E.P.	06/06/08
REMOVE STEPS	W.L.C.	07/31/01
O-RING JOINT / 3'-0"	CAM	01/28/09
REVISION	BY	DATE

STANDARD MANHOLE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 201

PRECAST OR CONCRETE BRICK ADJUSTING RINGS SHALL BE MORTARED BETWEEN FRAME AND MH SECTION. A MIN. OF 4' AND A MAX. OF 16' ADJUSTMENT IS REQUIRED.

FOR INCOMING SEWER SMALLER THAN 12" USE VERTICAL PIPE OF SAME DIA.
FOR INCOMING SEWER GREATER THAN 12" USE 12" VERTICAL PIPE

FRAME AND LID SHALL CONFORM TO NEENAH FOUNDRY CO. STANDARDS OR EQUIVALENT.
NO. R-1713 USE SELF-SEALING LID OUTSIDE PAVED AREAS
TOTAL WEIGHT = 540 LBS.

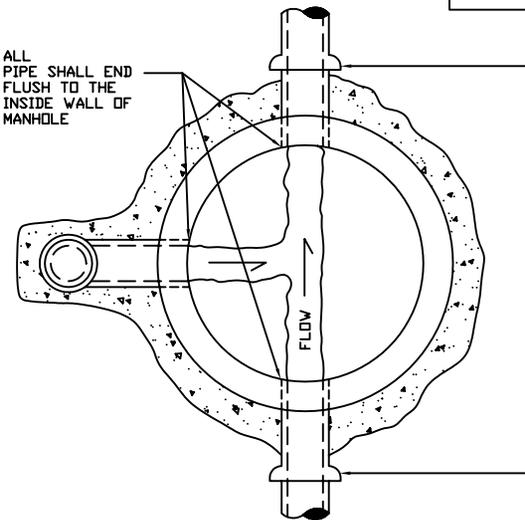
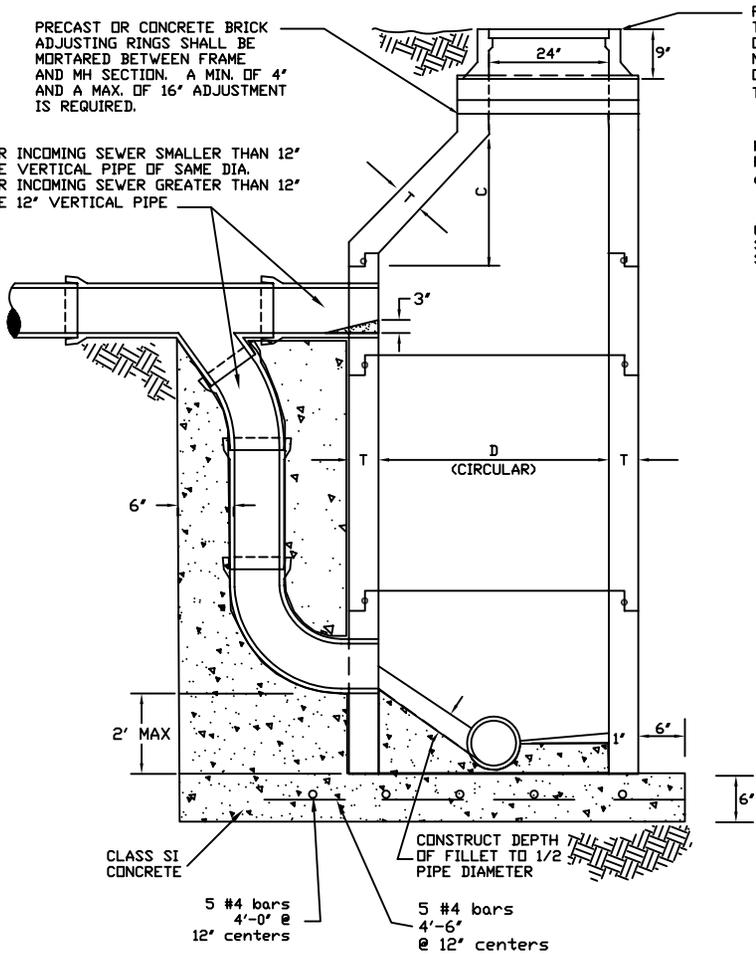
MANHOLE FRAMES AND LIDS SHALL BE FLUSH WITH THE PAVEMENT (WITHIN +/- 1/8").

USE SELF SEALING LIDS ON ALL SANITARY AND USE TYPE B ON ALL STORM.

ALTERNATE MATERIAL FOR WALLS	D	C	T
PRECAST SECTIONS	4'-0"	3'-0"	5"
	5'-0"	3'-0"	6"
POURED WALLS *	4'-0"	3'-0"	6"
	5'-0"	3'-0"	6"

* CLASS SI CONCRETE, VIBRATED, WITH FORMS RIDGED AND TRUE TO VERTICAL ALIGNMENT.

DIAMETER OF MAIN SEWER	D
18" AND UNDER	4'-0"
21" TO 42" INCLUSIVE	5'-0"



ALL PIPE SHALL END FLUSH TO THE INSIDE WALL OF MANHOLE

NOTE:
#1) ALL PRECAST MANHOLE JOINTS SHALL BE SEALED WITH AN 'O'-RING, RUBBER GASKET MEETING ASTM C443.
#2) MANHOLES IN PAVED AREAS SHALL HAVE REBARS PLAVED AROUND CASTING AS PER CRI STANDARD 305.

ALL PIPES ENTERING AND EXITING MH'S SHALL HAVE A JOINT WITHIN 6' TO 24' OF THE OUTER SURFACE OF MH. CONCRETE SHALL BE POURED TO, BUT NOT BEYOND, THE FIRST PIPE JOINT.

NOTE: THIS STANDARD APPLIES TO INCOMING SEWERS OF 18" DIA OR LESS

MH FRAME/GRATE ELEV.	JCP	01/15/09
SELF SEALING/TYP B	LEP	06/06/08
VERTICAL PIPE DIA	WLC	07/30/03
CONC ENCASEMENT	WLC	05/22/02
REVISED	CAM	1/28/09
'O'-RING JOINTS/ 3'-2"	D.G.C.	02/5/93
REVISION	BY	DATE

STANDARD DROP MANHOLE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

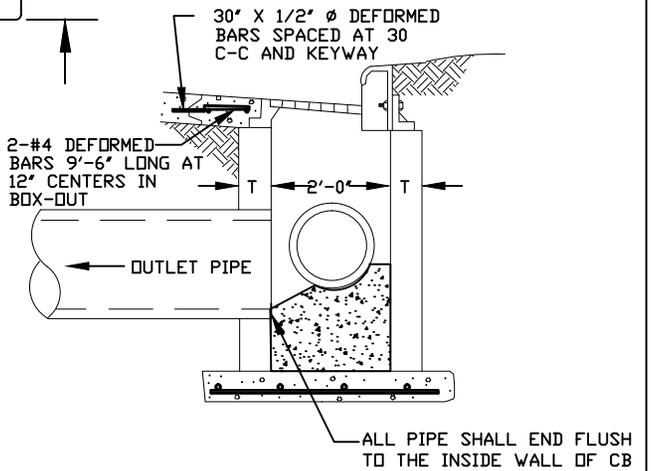
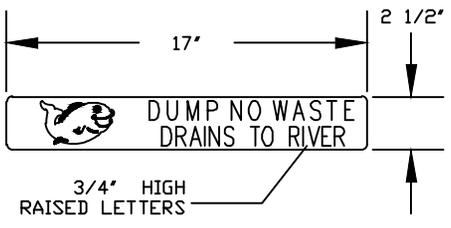
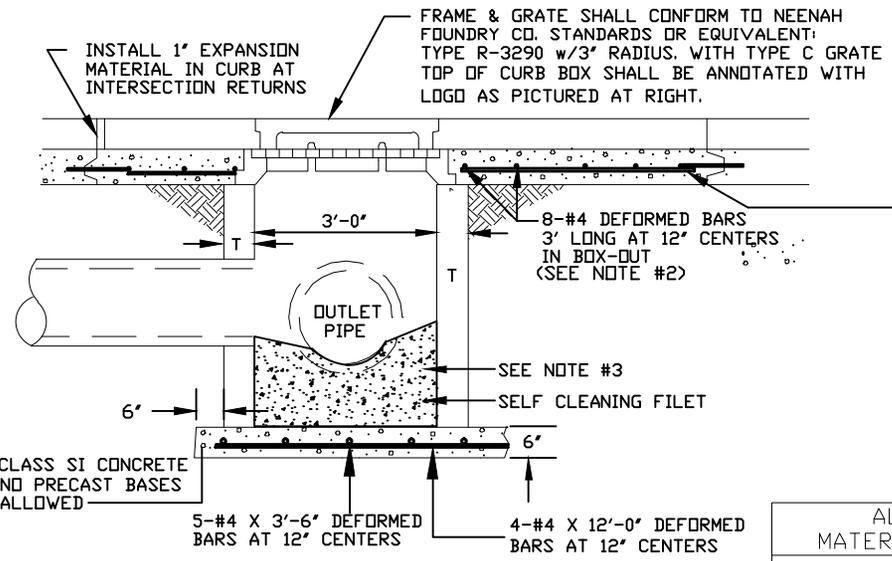
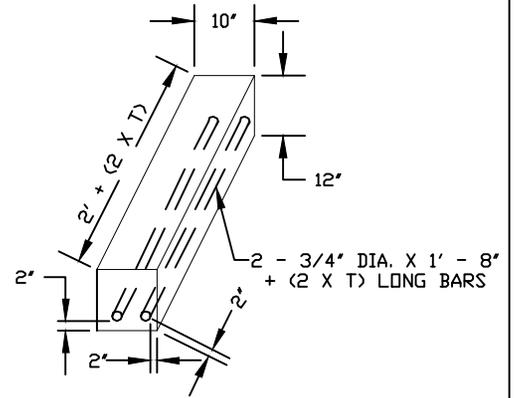
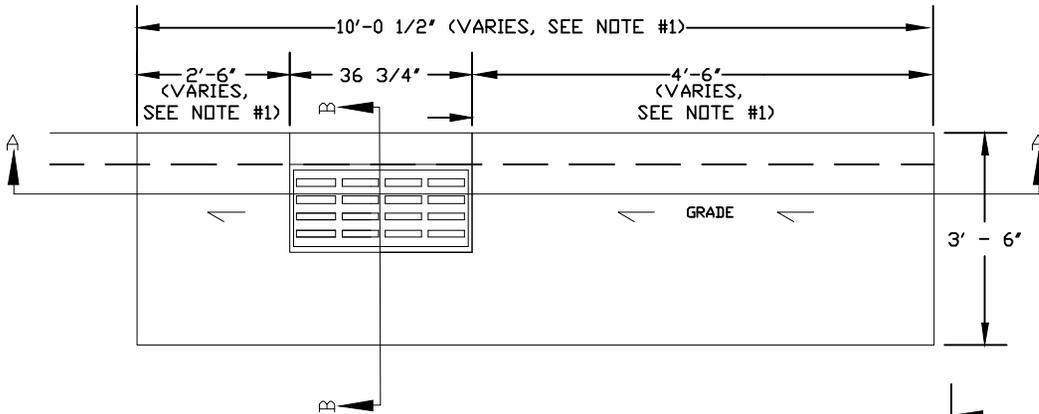
STANDARD NO. 202

NOTE 1: MATCH EXISTING JOINTS AS IS PRACTICABLE. ON NEW PAVEMENT BEGIN JOINT PATTERN FROM EDGES OF BOX OUT.

NOTE 2: STEEL REBAR TO BE PLACED AS SHOWN WHETHER CATCH BASIN IS POURED INTEGRAL TO PAVEMENT OR IN A BOX-OUT. MAINTAIN MINIMUM OF 2" CLEARANCE BETWEEN REBAR AND FACE OF CONCRETE.

NOTE 3: IN AREAS WITH COMBINATION SEWERS, A 12" SUMP WILL BE INSTALLED IN PLACE OF FILET.

NOTE 4: DEPRESS CASTING 1' GUTTER LINE GRADE



SECTION A-A

SECTION B-B

ALTERNATE MATERIAL FOR WALLS	T
PRECAST SECTIONS	5'
POURED WALLS *	6'

* CLASS SI CONCRETE, VIBRATED, WITH FORMS RIDGED AND TRUE TO VERTICAL ALIGNMENT.

NOT TO SCALE

REVISION	BY	DATE
REVISED	WLC	03/30/06
REVISED	MJH	05/03/01
REVISED	TAB	11/08/99
STAND206.DWG	PMCJ	6/1/95
REVISION	BY	DATE

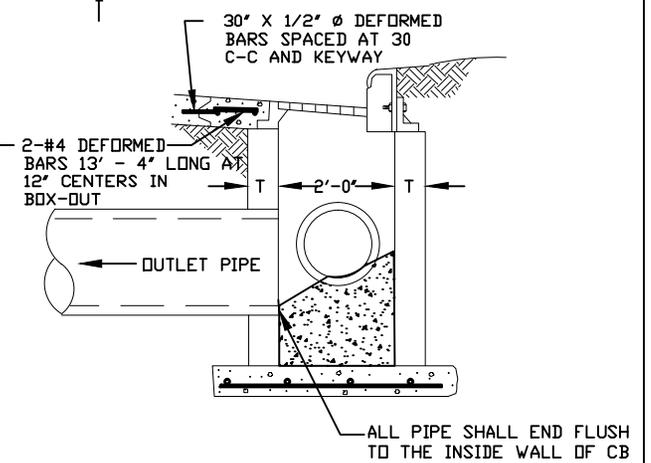
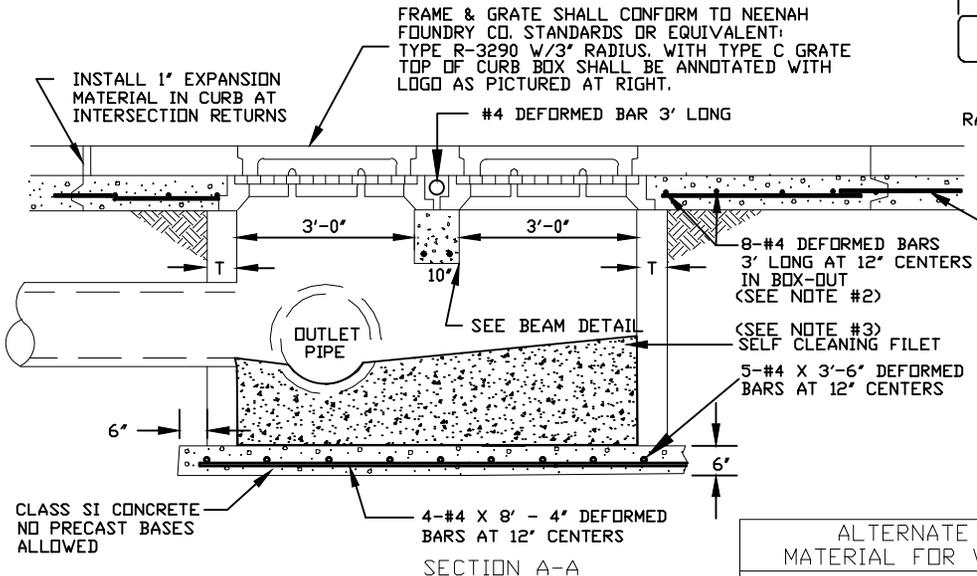
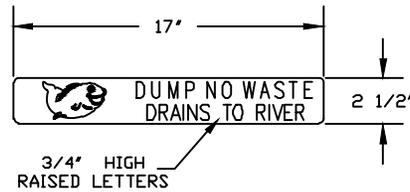
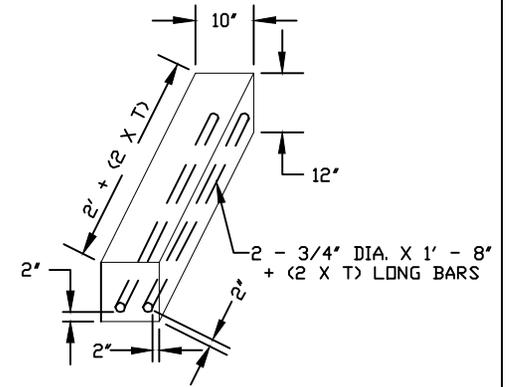
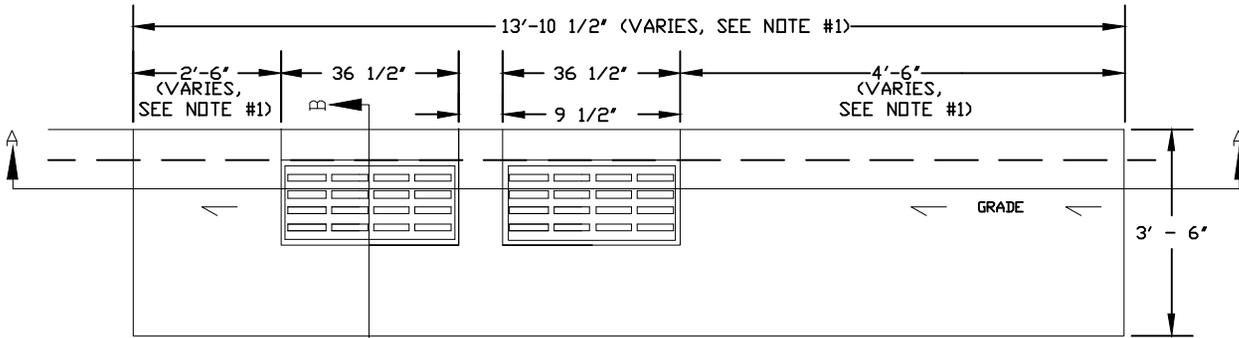
SINGLE CATCH BASIN

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 204
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NOTE 1: MATCH EXISTING JOINTS AS IS PRACTICABLE. ON NEW PAVEMENT BEGIN JOINT PATTERN FROM EDGES OF BOX OUT.

NOTE 2: STEEL REBAR TO BE PLACED AS SHOWN WHETHER CATCH BASIN IS POURED INTEGRAL TO PAVEMENT OR IN A BOX OUT. MAINTAIN MINIMUM OF 2" CLEARANCE BETWEEN REBAR AND FACE OF CONCRETE.

NOTE 3: IN AREAS WITH COMBINATION SEWERS. A 12" SUMP WILL BE INSTALLED IN PLACE OF SELF CLEANING FILET.



ALTERNATE MATERIAL FOR WALLS	T
PRECAST SECTIONS	5'
POURED WALLS *	6'

* CLASS SI CONCRETE, VIBRATED, WITH FORMS RIGID AND TRUE TO VERTICAL ALIGNMENT.

NOT TO SCALE

REVISED	WLC	03/30/06
REVISED	TAB	11/08/99
STAND206.DWG	PNCJ	6/1/95
REVISION	BY	DATE

DOUBLE CATCH BASIN

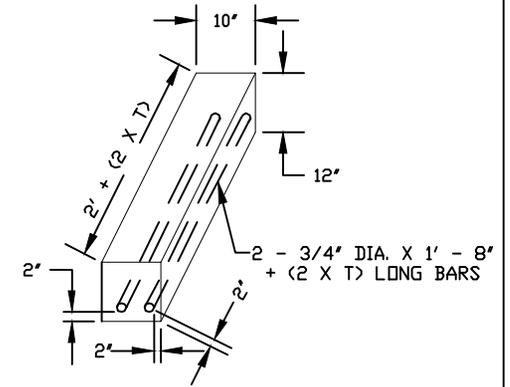
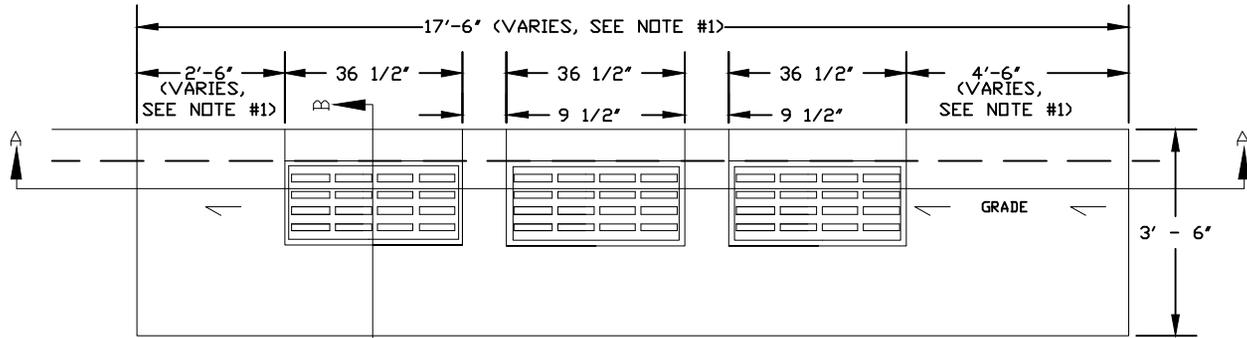
CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 205
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NOTE 1: MATCH EXISTING JOINTS AS IS PRACTICABLE. ON NEW PAVEMENT BEGIN JOINT PATTERN FROM EDGES OF BOX OUT.

NOTE 2: STEEL REBAR TO BE PLACED AS SHOWN WHETHER CATCH BASIN IS POURED INTEGRAL TO PAVEMENT OR IN A BOX OUT. MAINTAIN MINIMUM OF 2" CLEARANCE BETWEEN REBAR AND FACE OF CONCRETE.

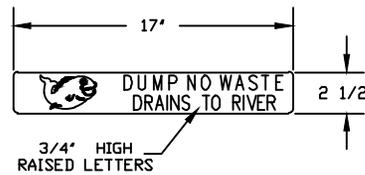
NOTE 3: IN AREAS WITH COMBINATION SEWERS, A 12" SUMP WILL BE INSTALLED IN PLACE OF SELF CLEANING FILET.

NOTE 4: DEPRESS CASTING 1" BELOW GUTTER LINE GRADE

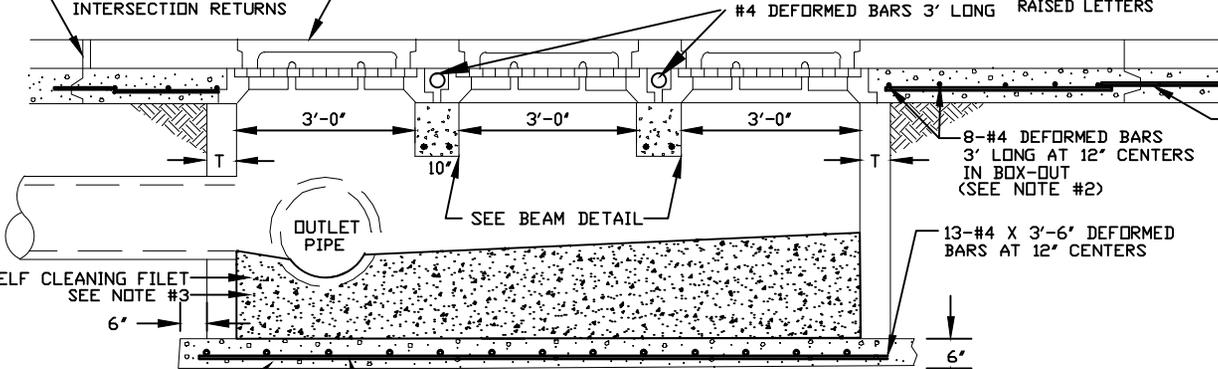


BEAM DETAIL

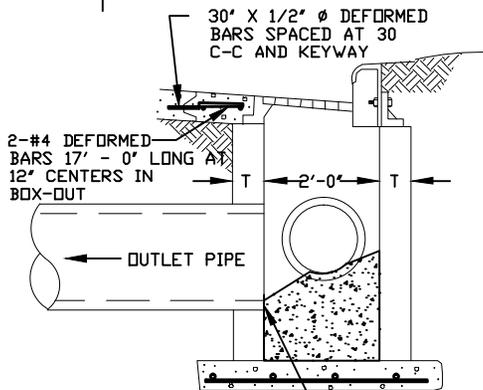
FRAME & GRATE SHALL CONFORM TO NEENAH FOUNDRY CO. STANDARDS OR EQUIVALENT: TYPE R-3290 W/3" RADIUS. WITH TYPE C GRATE TOP OF CURB BOX SHALL BE ANNOTATED WITH LOGO AS PICTURED AT RIGHT.



INSTALL 1" EXPANSION MATERIAL IN CURB AT INTERSECTION RETURNS



SECTION A-A



SECTION B-B

CLASS SI CONCRETE NO PRECAST BASES ALLOWED

ALTERNATE MATERIAL FOR WALLS	T
PRECAST SECTIONS	5'
POURED WALLS *	6'

* CLASS SI CONCRETE, VIBRATED, WITH FORMS RIGID AND TRUE TO VERTICAL ALIGNMENT.

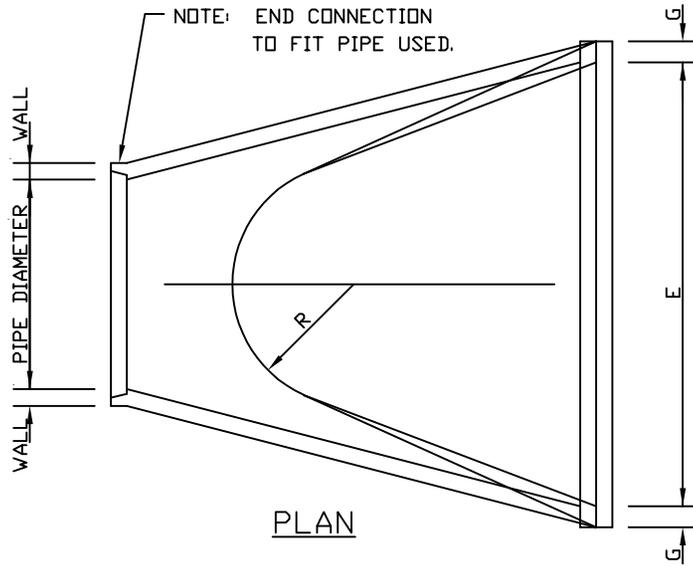
NOT TO SCALE

REVISION	WLC	03/30/06
REVISION	NJH	05/04/01
STAND206.DWG	PMCJ	6/1/95
REVISION	BY	DATE

TRIPLE CATCH BASIN

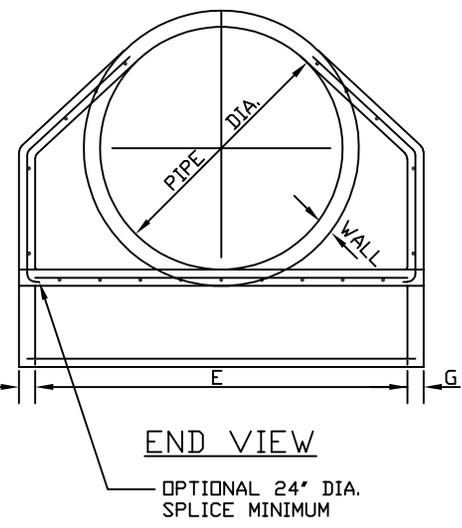
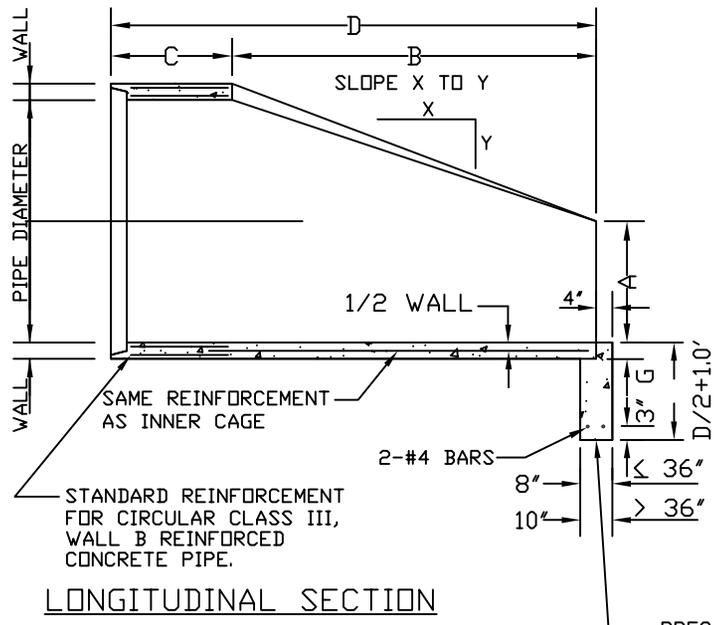
CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 206



PIPE DIA.	APPROX. WT (lbs)	WALL	A	B	C	D	E	G	R	SLOPE
12"	530	2"	4"	2'-0"	4'-0 7/8"	6'-0 7/8"	2'-0"	2"	9"	3:1
15"	740	2 1/4"	6"	2'-3"	3'-10"	6'-1"	2'-6"	2 1/4"	11"	3:1
18"	990	2 1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	2 1/2"	12"	3:1
21"	1280	2 3/4"	9"	2'-11"	3'-2"	6'-1"	3'-6"	2 3/4"	13"	3:1
24"	1520	3"	9 1/2"	3'-7 1/2"	2'-6"	6'-1 1/2"	4'-0"	3"	14"	3:1
27"	1930	3 1/4"	10 1/2"	4'-0"	2'-1 1/2"	6'-1 1/2"	4'-6"	3 1/4"	14 1/2"	3:1
30"	2190	3 1/2"	1'-0"	4'-6"	1'-7 3/4"	6'-1 3/4"	5'-0"	3 1/2"	15"	3:1
33"	3200	3 3/4"	1'-1 1/2"	4'-10 1/2"	3-3 1/4"	8'-1 3/4"	5'-6"	3 3/4"	17 1/2"	3:1
36"	4100	4"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	4"	20"	3:1
42"	5380	4 1/2"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	4 1/2"	22"	3:1
48"	6550	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	5"	22"	3:1
54"	8240	5 1/2"	2'-3"	5'-5"	2'-11"	8'-4"	7'-6"	5 1/2"	24"	2.4:1
60"	8730	6"	2'-11"	5'-0"	2'-3"	8'-3"	8'-0"	5"	*	2:1
66"	10710	6 1/2"	2'-6"	6'-0"	2'-3"	8'-3"	8'-6"	5 1/2"	*	2:1
72"	12520	7"	3'-0"	6'-6"	1'-9"	8'-3"	9'-0"	6"	*	1.86:1
78"	14770	7 1/2"	3'-0"	7'-6"	1'-9"	9'-3"	9'-6"	6 1/2"	*	1.82:1
84"	18160	8"	3'-0"	7'-6 1/2"	1'-9"	9'-3 1/2"	10'-0"	6 1/2"	*	1.5:1

* RADIUS AS FURNISHED BY MANUFACTURER



NOTES:

1. PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
2. PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
3. THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ART. 502.11 OF THE STATE OF ILLINOIS STANDARD SPECIFICATIONS, COST INCIDENTAL TO END SECTION.

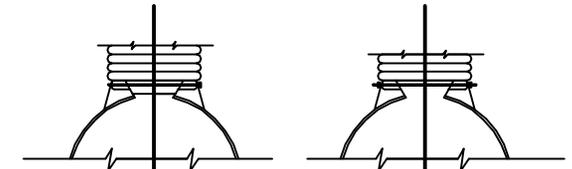
PRECAST REINFORCED CONCRETE FLARED END SECTION

REVISION	BY	DATE
REVISED	BAN	01/06/16
REVISED	JCP	03/09/05
STANDARDIZED	PMCJ	09/13/94
REVISION	BY	DATE

NOT TO SCALE

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 207
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CONNECTIONS OF END SECTIONS

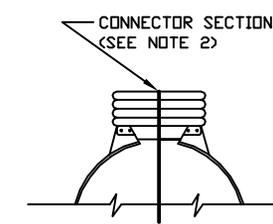


TYPE #1

(FOR 12' THRU 24' ONLY)
(SEE NOTE 1)

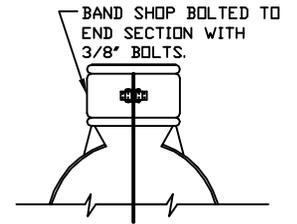
TYPE #2

(FOR 30' AND 36' ONLY)
(SEE NOTE 1)



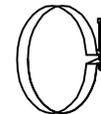
TYPE #3

(SEE NOTE 2)



TYPE #4

(SEE NOTE 3)



1' WIDE, 0.019" THICK STRAP
WITH STANDARD 6" X 1/2"
BAND BOLT AND NUT.

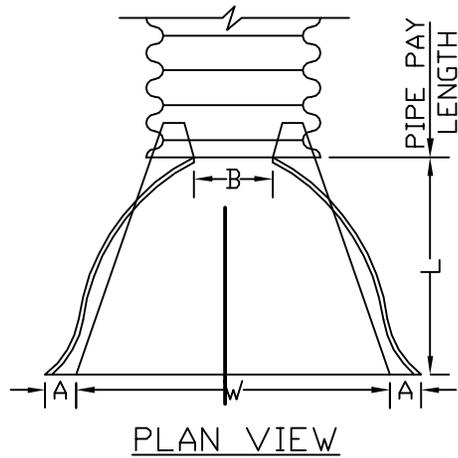
NOTES:

1. TYPES #1 & #2 FOR PIPES WITH ANNULAR ENDS ONLY.
2. TYPE #3 CONNECTION CAN BE USED FOR ALL PIPE SIZES AND INCLUDES 1 FOOT OF THE PIPE LENGTH. THE CONNECTOR SECTION SHALL BE ATTACHED TO THE END SECTION BY RIVETS OR BOLTS AND SHALL BE THE SAME METAL THICKNESS AS THE END SECTION. STUB TO BE EITHER 2 2/3' PITCH X 1/2' DEPTH OR 3' PITCH X 1' DEPTH ANNULAR CORRUGATED PIPE.
3. TYPE 4 CONNECTION CAN BE USED FOR ALL PIPE SIZES. COUPLER SHALL BE 2 2/3" X 1/2" DIMPLE, HUGER, OR ANNULAR BAND OR 3" X 1" ANNULAR BAND. THE DIMPLE, HUGGER, OR ANNULAR BAND MAY BE USED WITH CORRUGATED METAL PIPES HAVING ANNULAR ENDS. FOR CORRUGATED METAL PIPES HAVING HELICAL ENDS, ONLY THE DIMPLE BAND WILL BE ALLOWED.
4. WHEN THE PIPE IS BITUMINOUS COATED, IT WILL NOT BE NECESSARY TO COAT END SECTIONS OR CONNECTOR SECTIONS.

METAL END SECTION FOR PIPE CULVERTS

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 208

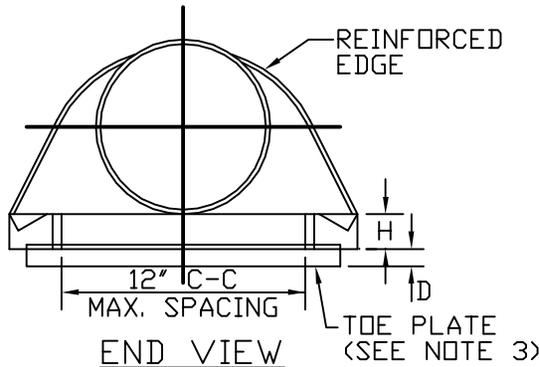


PLAN VIEW

PIPE DIA.	THICKNESS INCHES	DIMENSIONS					SLOPE (Approx.)	BODY
		A (1' ±)	B Max.	H (1' ±)	L (1-1/2' ±)	W (2' ±)		
12'	0.064	6	6	6	21	24	2 1/2	1 PC.
15'	0.064	7	8	6	26	30	2 1/2	1 PC.
18'	0.064	8	10	6	31	36	2 1/2	1 PC.
21'	0.064	9	12	6	36	42	2 1/2	1 PC.
24'	0.064	10	13	6	41	48	2 1/2	1 PC.
30'	0.079	12	16	8	51	60	2 1/2	1 PC.
36'	0.079	16	19	9	60	72	2 1/2	2 PC.
42'	0.019	18	22	11	69	84	2 1/2	2 PC.
48'	0.019	18	27	12	78	90	2 1/4	2 PC.
54'	0.019	18	30	12	84	102	2	2 PC.
60'	0.019	18	33	12	87	114	1 3/4	3 PC.
66'	0.019	18	36	12	87	120	1 1/2	3 PC.
72'	0.019	18	39	12	87	126	1 1/3	3 PC.
78'	0.019	18	42	12	87	132	1 1/4	3 PC.
84'	0.019	18	45	12	87	138	1 1/6	3 PC.

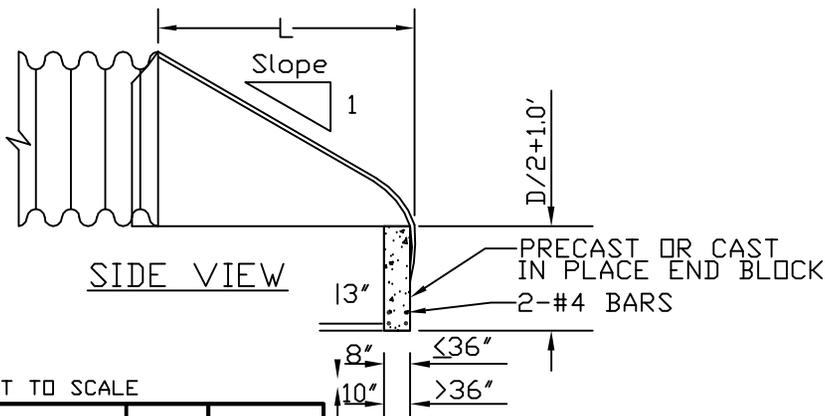
NOTES:

1. ALL 3 PIECE BODIES SHALL HAVE 0.019 INCH SIDES AND 0.138 INCH CENTER PANELS. WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20% OF THE PIPE PERIPHERY. MULTIPLE PANEL BODIES SHALL HAVE LAP SEAMS WHICH SHALL BE TIGHTLY JOINTED WITH 3/8" Ø RIVETS OR BOLTS.
2. FOR 60' THRU 84' SIZES, REINFORCED EDGES SHALL BE SUPPLEMENTED WITH STIFFENER ANGLES. THE ANGLES SHALL BE 2" X 2" X 1/4" FOR 60' THRU 72' Ø AND 2 1/2" X 2 1/2" X 1/4" FOR 78' AND 84' Ø. THE ANGLES SHALL BE ATTACHED BY 3/8" Ø RIVETS OR BOLTS.
3. THE TOE PLATE SHALL BE THE SAME THICKNESS METAL AS THE END SECTION.



END VIEW

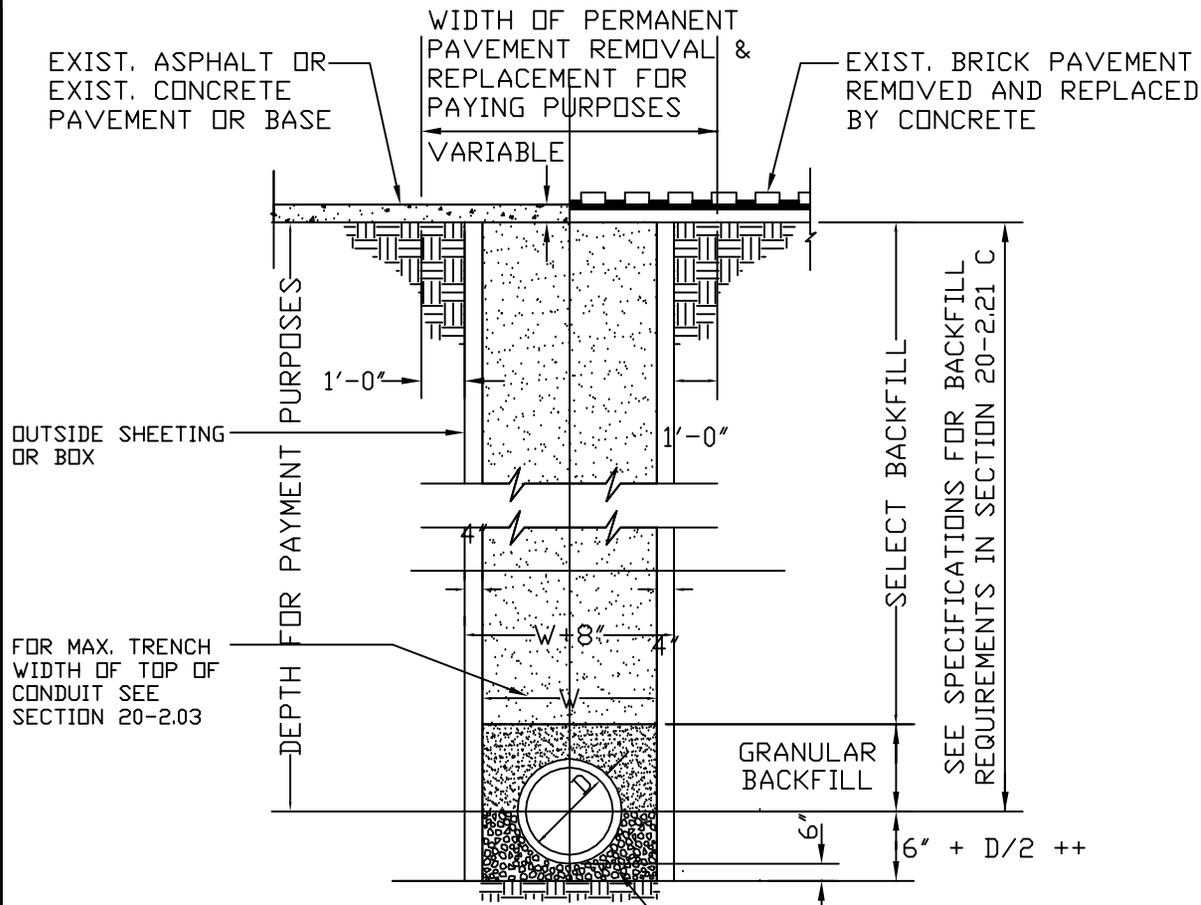
TOE PLATE (SEE NOTE 3)



SIDE VIEW

NOT TO SCALE

STANDARDIZED	BY	DATE
PMCJ		10/25/94
REVISION		



QUANTITY CALCULATIONS BASED ON THE FOLLOWING:
GRAVEL CRADLE: 6' + D/2 ++

GRANULAR CRADLE (20-2.20)

NOTES:

LIMITS FOR EXCAVATING FOR PAYMENT PURPOSES ARE AS SHOWN, SEE TABLE I AT RIGHT. ANY FLARE OR EXCAVATION BEYOND THESE LIMITS WILL BE BACKFILLED WITH SELECT GRANULAR BACKFILL AT THE EXPENSE OF THE CONTRACTOR.

NOTES:

THIS DETAIL IS A COPY OF DIV. V/STANDARD DRAWINGS NO. 1 & 2 OF THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS.

NOT TO SCALE

STANDARDIZED	PMCJ	5/31/95
REVISION	BY	DATE

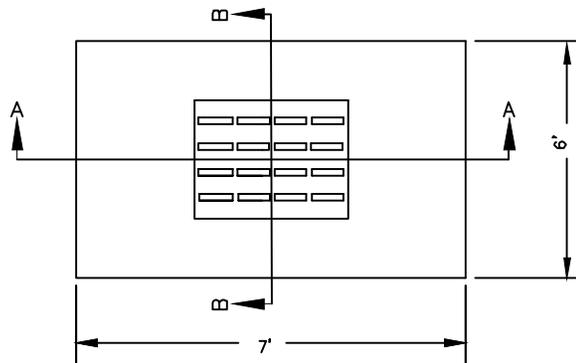
* NOTE: SEE ALSO STANDARD 212

INSIDE DIAMETER OF CONDUIT IN INCHES -D-	TABLE I							
	SECT. 20 - 2.03 MAXIMUM TRENCH WIDTH W + 8'	PAYMENT QUANTITIES PER FOOT OF CONDUIT						
		SECT. 20 - 2.21 C SELECT BACKFILL CU. YDS./FT. OF DEPTH W + 8'	SECT. 20 - 2.20 GRANULAR CRADLE CU. YDS./FT. W + 8'	PERM. TYPE PAVEMENT OR DRIVE REMOVAL & REPLACEMENT S.Y./FT. W + 8'-8"	CONCRETE OR BRICK SIDEWALK REMOVAL & REPLACEMENT FT./FT. W + 2'-8"	CURB OR CURB AND GUTTER REMOVAL REPLACEMENT FT./FT. W + 2'-8"	TEMPORARY SURFACE OVER TRENCH CU. YDS./FT. W + 8'	GRANULAR BACKFILL 1 FT. OVER TOP OF PIPE CU. YDS./FT. W + 8'
6	3'-2'	0.117	0.09	0.57	5.17	5.17	0.06	0.15
8	3'-2'	0.117	0.10	0.57	5.17	5.17	0.06	0.16
10	3'-2'	0.117	0.11	0.57	5.17	5.17	0.06	0.17
12	3'-4'	0.12	0.12	0.59	5.33	5.33	0.06	0.18
15	3'-6'	0.13	0.13	0.61	5.50	5.50	0.06	0.20
18	3'-10'	0.14	0.15	0.65	5.83	5.83	0.07	0.22
21	4'-4'	0.16	0.19	0.70	6.33	6.33	0.08	0.27
24	4'-8'	0.17	0.21	0.74	6.67	6.67	0.09	0.30
27	4'-11'	0.18	0.23	0.77	6.92	6.92	0.09	0.32
30	5'-3'	0.19	0.26	0.81	7.25	7.25	0.10	0.36
33	6'-0'	0.22	0.32	0.89	8.00	8.00	0.11	0.43
36	6'-4'	0.23	0.35	0.93	8.33	8.33	0.12	0.47
42	6'-11'	0.26	0.41	0.99	8.92	8.92	0.13	0.54
48	7'-6'	0.28	0.47	1.06	9.50	9.50	0.14	0.61
54	8'-7'	0.32	0.59	1.18	10.58	10.58	0.16	0.75
60	9'-2'	0.34	0.66	1.24	11.17	11.17	0.17	0.84
66	9'-9'	0.36	0.74	1.31	11.75	11.75	0.18	0.92
72	10'-4'	0.38	0.82	1.37	12.33	12.33	0.19	1.01
78	10'-11'	0.40	0.90	1.44	12.92	12.92	0.20	1.10
84	11'-6'	0.43	0.98	1.50	13.50	13.50	0.21	1.19
90	12'-1'	0.45	1.06	1.56	14.08	14.08	0.22	1.29
96	12'-8'	0.47	1.15	1.63	14.67	14.67	0.23	1.39
102	13'-3'	0.49	1.24	1.69	15.25	15.25	0.25	1.48
108	13'-10'	0.51	1.32	1.76	15.83	15.83	0.26	1.58

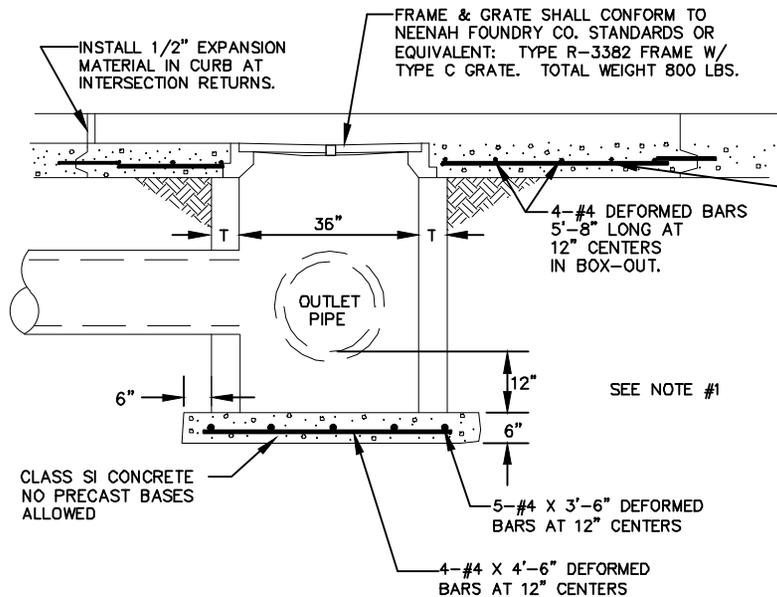
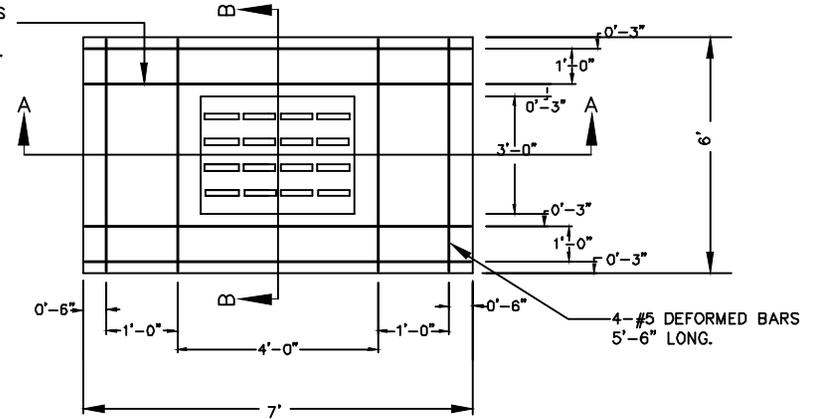
TYPICAL DETAIL OF CONDUIT INSTALLATION

CITY OF ROCK ISLAND
ENGINEERING DIVISION

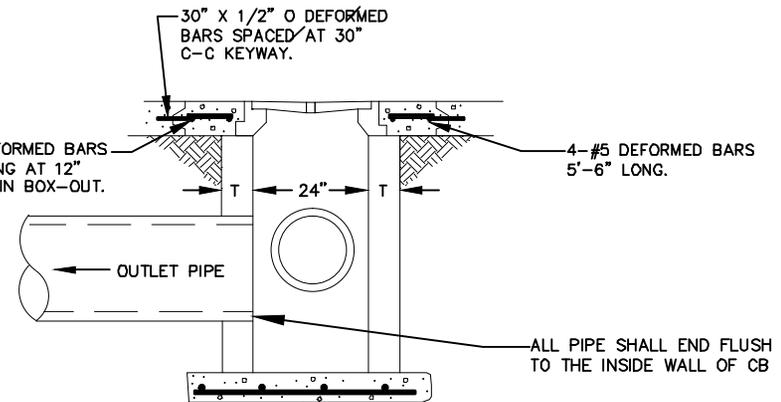
STANDARD NO. 209



4-#4 DEFORMED BARS
6'-8" LONG AT 12"
CENTERS IN BOX-OUT.



SECTION A-A



SECTION B-B

NOTE:

- 12" SUMP OMITTED FROM CATCH BASIN BOTTOMS EXCEPT IN AREAS WHERE SANITARY & STORM SEWERS ARE COMBINED.
- PIPE CONNECTIONS FOR C.B. WORK ARE INCIDENTAL, IF WITHIN 2' OF STRUCTURE.
- REBARS TO BE PLACED IN ALL INSTANCES.

ALTERNATE MATERIAL FOR WALLS	T
PRECAST SECTIONS	5"
POURED WALLS *	6"

* CLASS SI CONCRETE, VIBRATED, WITH FORMS RIGID AND TRUE TO VERTICAL ALIGNMENT.

NOT TO SCALE

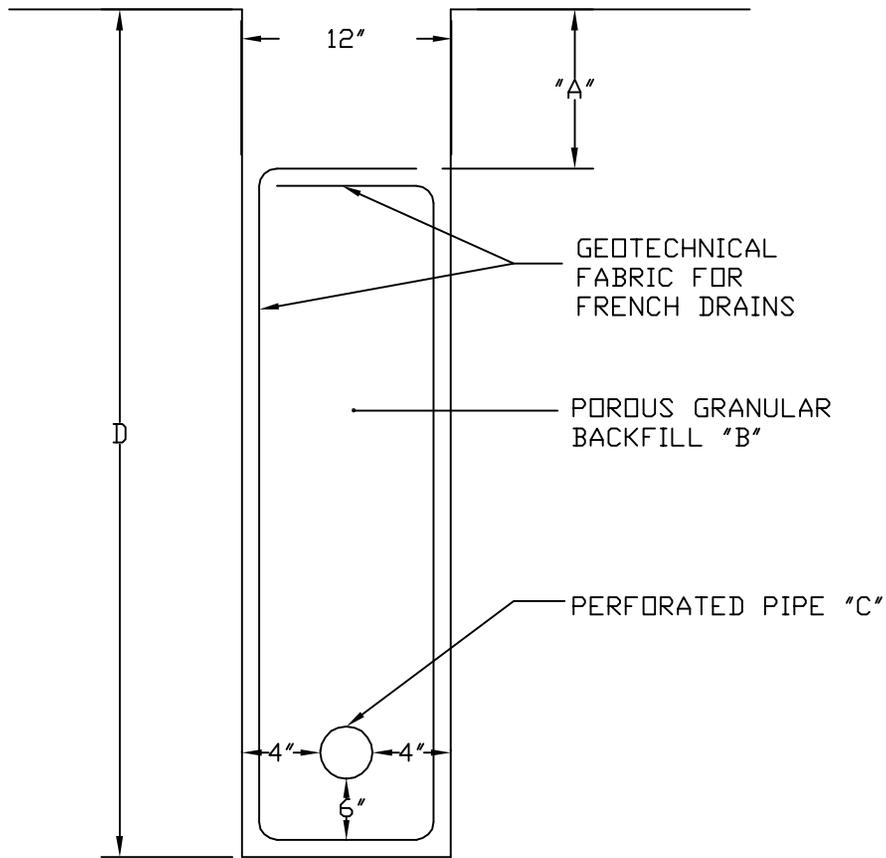
CHANGE GRATE #	WRP	05/24/07
REVISED	TAB	11/04/99
CHANGE GRATE #	PMCJ	06/02/99
METRIC	PMCJ	01/27/97
STANDARDIZED	PMCJ	06/01/95
REVISION	BY	DATE

S:\... \MISC\STANDARD\CRI_STD\210.DWG

CATCH BASIN SPECIAL

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 210



	A	B	C	D					
TOP SOIL									
GRANULAR SUB BASE									
FA-1 (sand)									
CA-13									
CA-7		X							
POLY (VINYL CHLORIDE) PIPE PVC									
CORRUGATED POLYETHYLENE TUBING (HEAVY DUTY) 4"			X						
TRENCH DEPTH				X					

NOTES:

NO OPEN JOINT PIPE WILL BE ALLOWED FOR PIPE UNDERDRAINS USED UNDER OR ALONG THE EDGE OF PAVEMENT OR SHOULDERS.

CONTRACTOR MAY SUBSTITUTE A STRONGER PIPE OF THE SAME KIND OF MATERIAL FOR THE PIPE DESIGNATED FOR THIS PROJECT. NO EXTRA COMPENSATION WILL BE ALLOWED.

REFERENCE: II. D.O.T. STRD. SPECS. SEC. 601

NOT TO SCALE

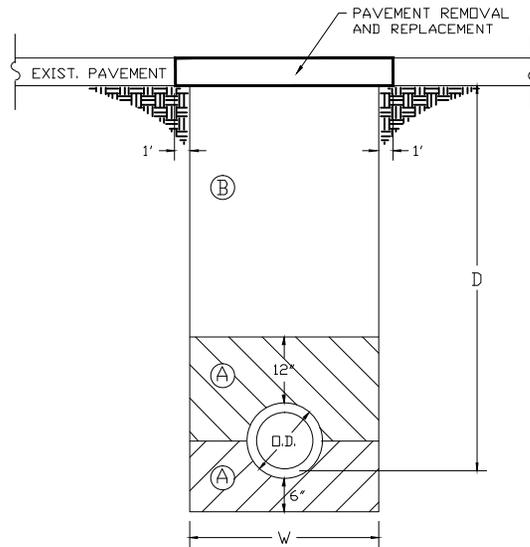
REVISION	BY	DATE
REVISION	MDV	08/9/01
REVISION	WLC	07/18/01
STANDARDIZED	PMCJ	09/30/94
REVISION	BY	DATE

PIPE UNDERDRAIN

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 211

TRENCH DETAIL FOR ALL EXCAVATIONS
UNDER OR WITHIN TWO FEET OF A
PROPOSED OR EXISTING PAVEMENT



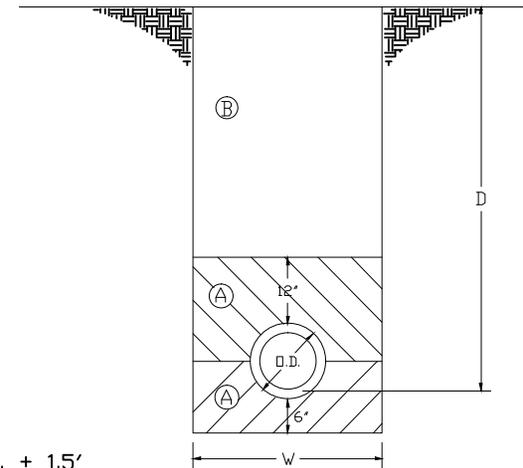
$D \leq 5'$, $W = \text{D.D.} + 1.5'$
 $D > 5'$, $W = \text{D.D.} + 3.0'$

AREA (A) CA-6 AGGREGATE COMPACTED IN 8" LIFTS, ACCORDING TO ART. 550.07

AREA (B) TRENCH BACKFILL (PAY ITEM). COMPACTED BY METHOD
1, 2 OR 3 ART. 550.07.

BEDDING, BACKFILLING AND COMPACTING AREA A
IS INCIDENTAL TO THE SEWER CONSTRUCTION.

TRENCH DETAIL FOR EXCAVATIONS
OUTSIDE PAVED AREAS



$D < 5'$, $W = \text{D.D.} + 1.5'$
 $D > 5'$, $W = \text{D.D.} + 3.0'$

AREA (A) CA-6 AGGREGATE COMPACTED IN 8" LIFTS, ACCORDING TO ART. 550.07

AREA (B) EXCAVATED MATERIAL COMPACTED BY METHOD
1, 2 OR 3 ART. 550.07.

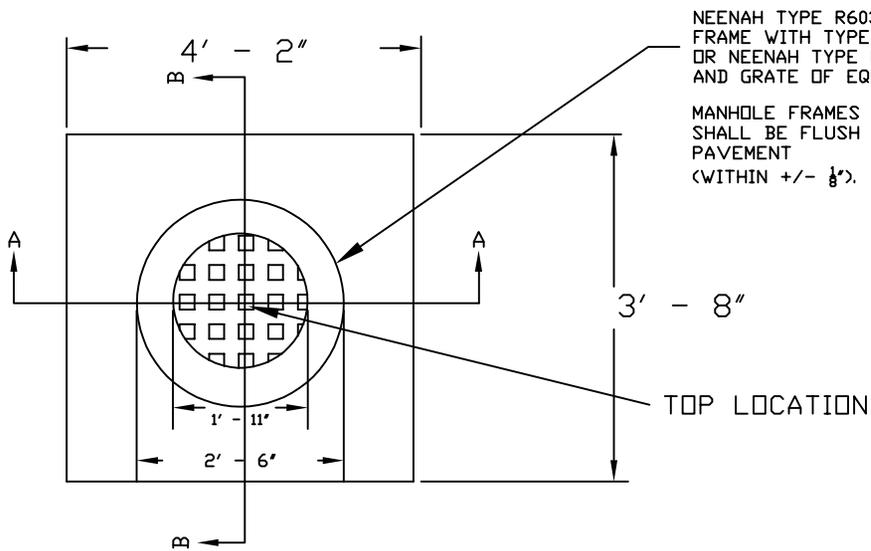
BEDDING, BACKFILLING, AND COMPACTING AREAS A AND B
IS INCIDENTAL TO THE SEWER CONSTRUCTION.

**TRENCH DETAILS FOR STORM AND
SANITARY SEWER INSTALLATION**

STANDARDIZED	MDW	08/11/94
STANDARDIZED	CWE	06/28/91
REVISION	BY	DATE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

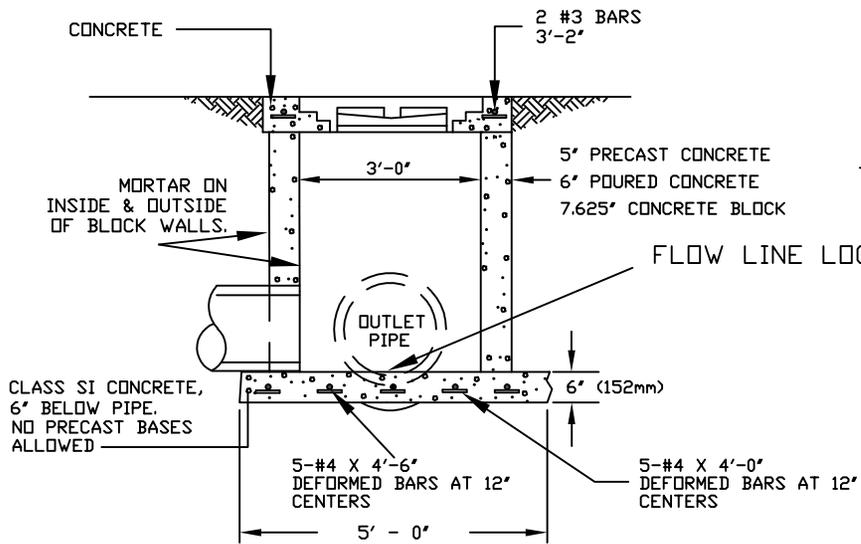
STANDARD NO. 212



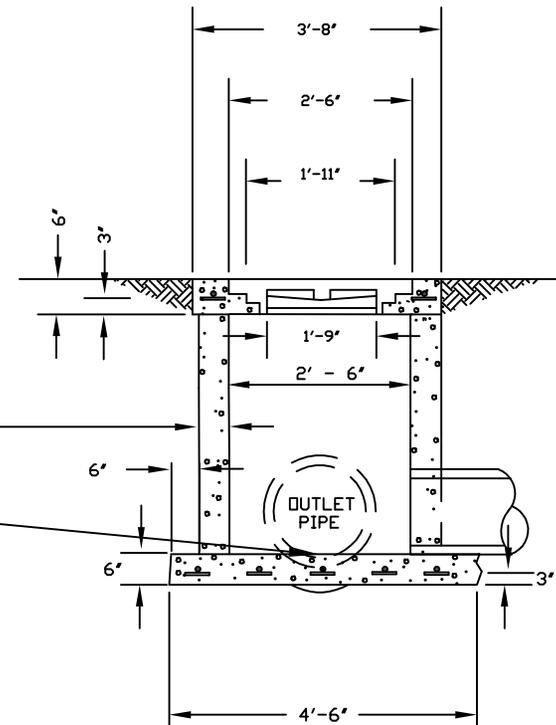
NEENAH TYPE R6030 MANHOLE
FRAME WITH TYPE B SOLID LID
OR NEENAH TYPE R-6112 INLET FRAME
AND GRATE OF EQUAL.

MANHOLE FRAMES AND LIDS
SHALL BE FLUSH WITH THE
PAVEMENT
(WITHIN $\pm \frac{1}{8}$ ").

2 LAYERS OF PAVING MESH MAY
BE SUBSTITUTED FOR #3 DEFORMED
BARS.



SECTION A-A



SECTION B-B

FLAT-TOP
STORM SEWER MANHOLE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 213

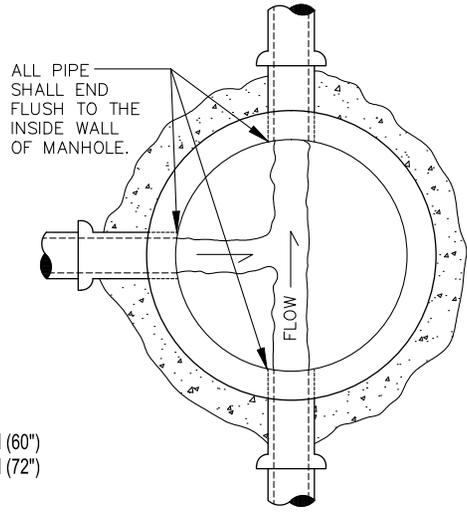
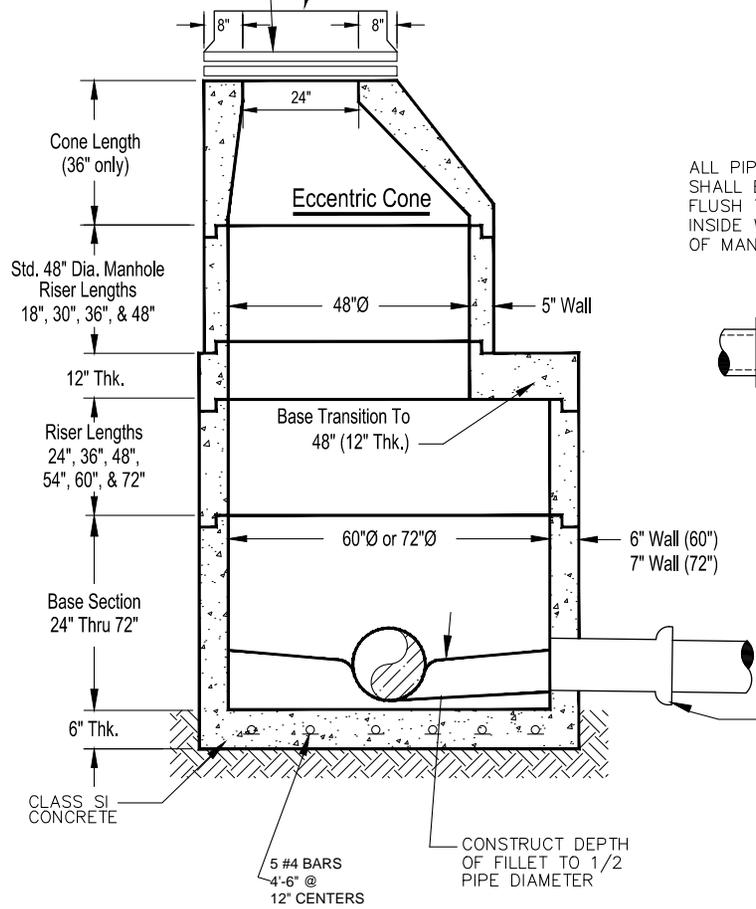
NOT TO SCALE

MH FRAME/GRATE ELEV.	JCP	01/16/09
REVISED	TAB	11/08/99
STAND206.DWG	PMCJ	6/1/95
REVISION	BY	DATE

PRECAST OR CONCRETE BRICK ADJUSTING RINGS SHALL BE MORTARED BETWEEN FRAME AND MH SECTION. A MIN. OF 4" AND A MAX. OF 16" ADJUSTMENT IS REQUIRED.

FRAME AND LID SHALL CONFORM TO NEENAH FOUNDRY CO. STANDARDS OR EQUIVALENT: NO. R-1740-B WITH SELF-SEALING LID TOTAL WEIGHT=540 LBS.

MANHOLE FRAMES AND LIDS SHALL BE FLUSH WITH THE PAVEMENT (WITHIN +/- 1/8").



WALLS MAY BE EITHER PRECAST OR CAST-IN-PLACE, 7" THICKNESS. POURED WALLS MUST ME WITH CLASS SI CONCRETE, VIBRATED, WITH RIGID FORMS TRUE TO VERTICAL ALIGNMENT.

- NOTES:
1. NO PIPE SHALL ENTER MANHOLE HIGHER THAN 2' FROM FILLET, UNLESS AN OUTSIDE DROP M.H. IS CONSTRUCTED.
 2. ALL PRECAST MANHOLE JOINTS SHALL BE SEALED WITH AN O-RING RUBBER GASKET. MEETING ASTM C443.
 3. PIPE CONNECTIONS ON M.H. WORK ARE INCIDENTAL, IF WITHIN 2' OF STRUCTURE.
 4. PRECAST M.H. SECTIONS WITH A-LOCKS & PRECAST FILLETS SHALL NOT BE ALLOWED.
 5. STEPS SHALL NOT BE INSTALLED IN MANHOLE.
 6. USE TYPE B LID IN PAVED AREAS IN LIEU OF SELF SEALING LID.
 7. MATCH 0.8 POINTS ON PIPE ENTERING MANHOLE
 8. FOR USE WITH 42" & 48" SEWERS

ALL PIPES ENTERING AND EXITING MH'S SHALL HAVE A JOINT WITHIN 6" TO 24" OF THE OUTER SURFACE OF MH. CONCRETE SHALL BE POURED TO, BUT NOT BEYOND, THE FIRST PIPE JOINT.

NOT TO SCALE

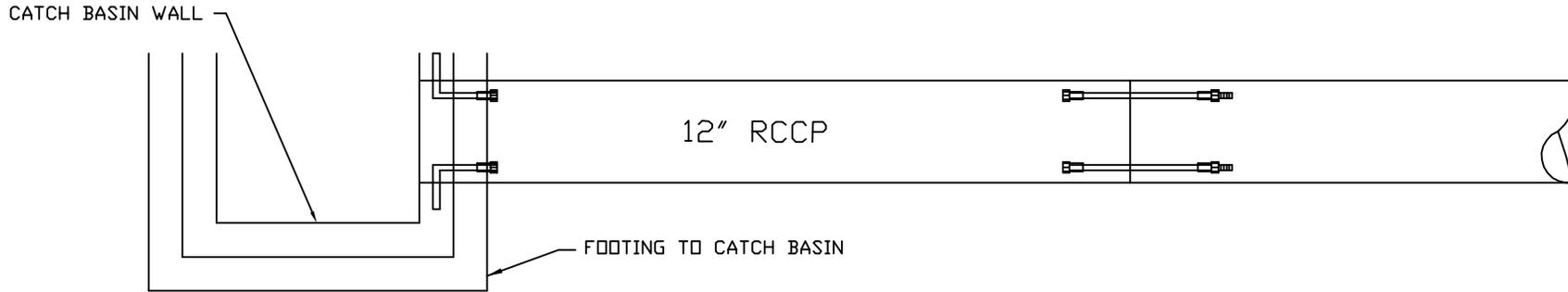
FRAME & LID ELEV.	JCP	01/16/09
FRAME & LID	MDW	12/04/06
OVERSIZE	CAM	1/28/09
REVISION	BY	DATE

S:\... \MISC\STANDARD\CRI_STD\214.DWG

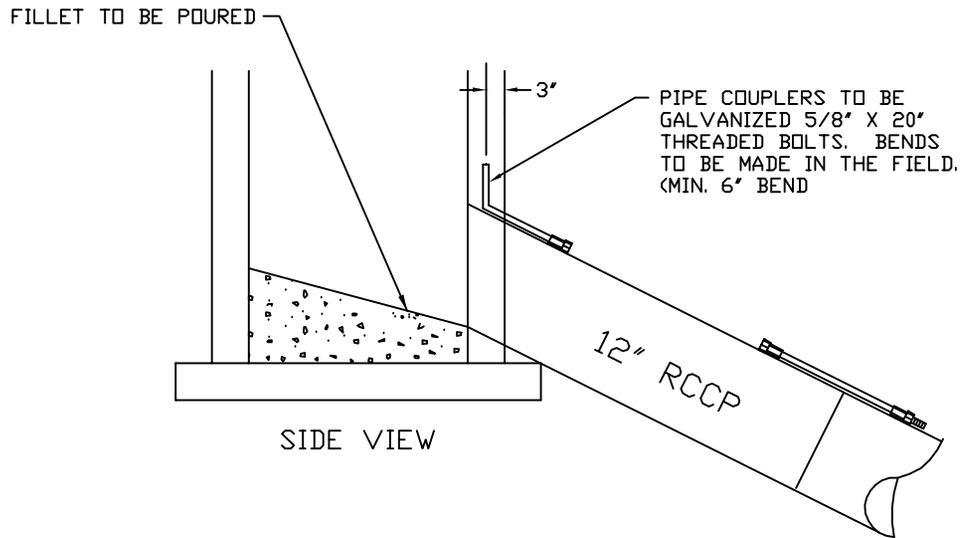
OVERSIZE MANHOLE

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 214
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STORM SEWER PIPE COUPLER DETAIL



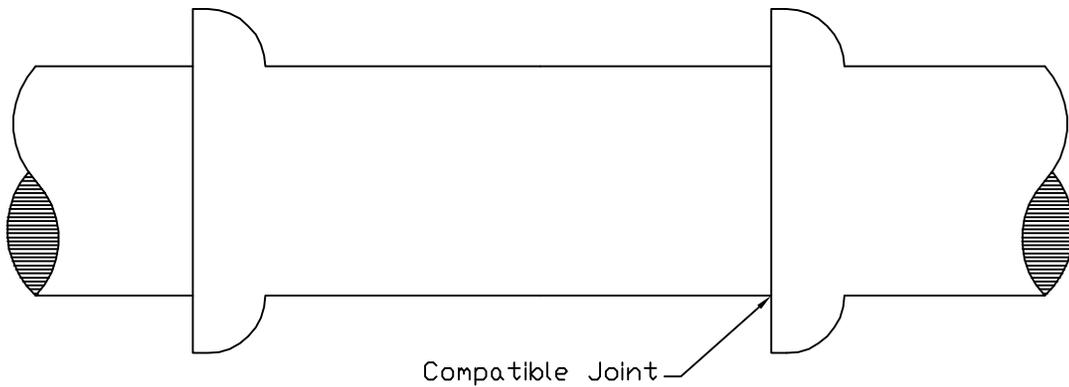
TOP VIEW



SIDE VIEW



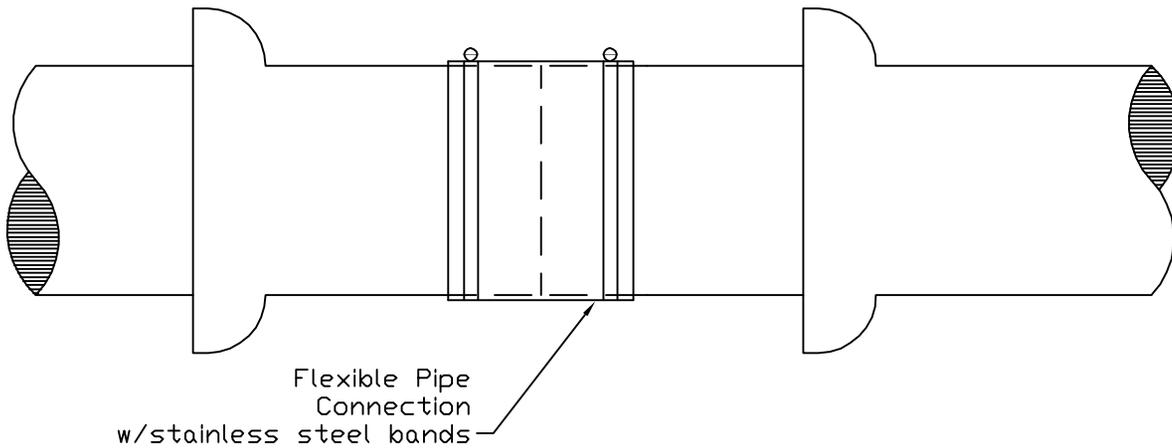
STAND216.DWG	WLC	06/04/03
STAND216.DWG	MDW	06/04/03



NOTES:

1. All connections to new or existing sanitary or storm sewer pipes shall be made using compatible joints. This requires the pipes to be of same material with the same joint configuration.

2. If joints or material are not compatible, a flexible pipe connector shall be used. This flexible connector shall be applied using stainless steel bands at each end. The connectors shall be Fernco or City approved equal.

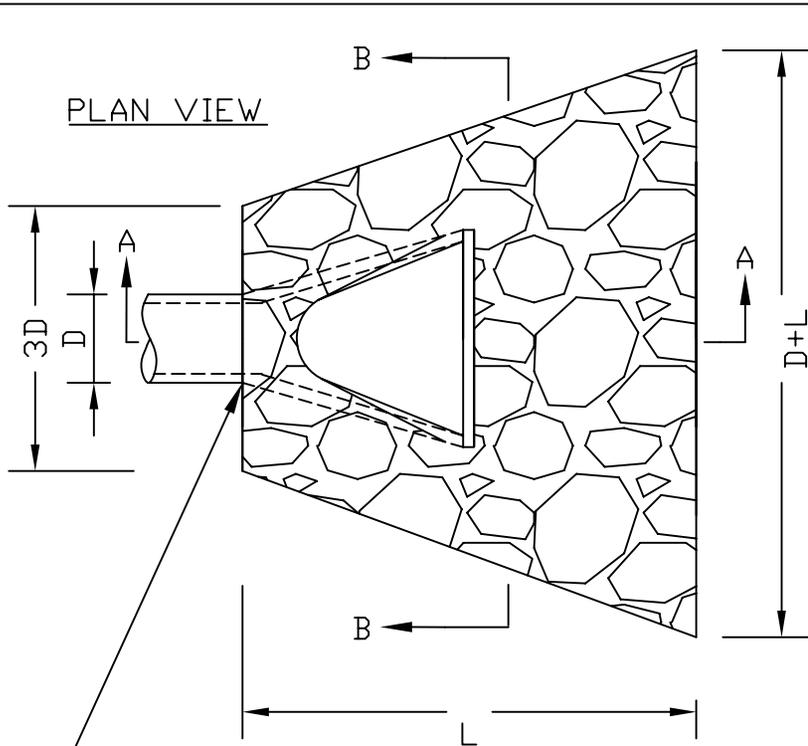


SEWER PIPE CONNECTIONS

STAND217.DWG	WLC	12/15/03
REVISION	BY	DATE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 217



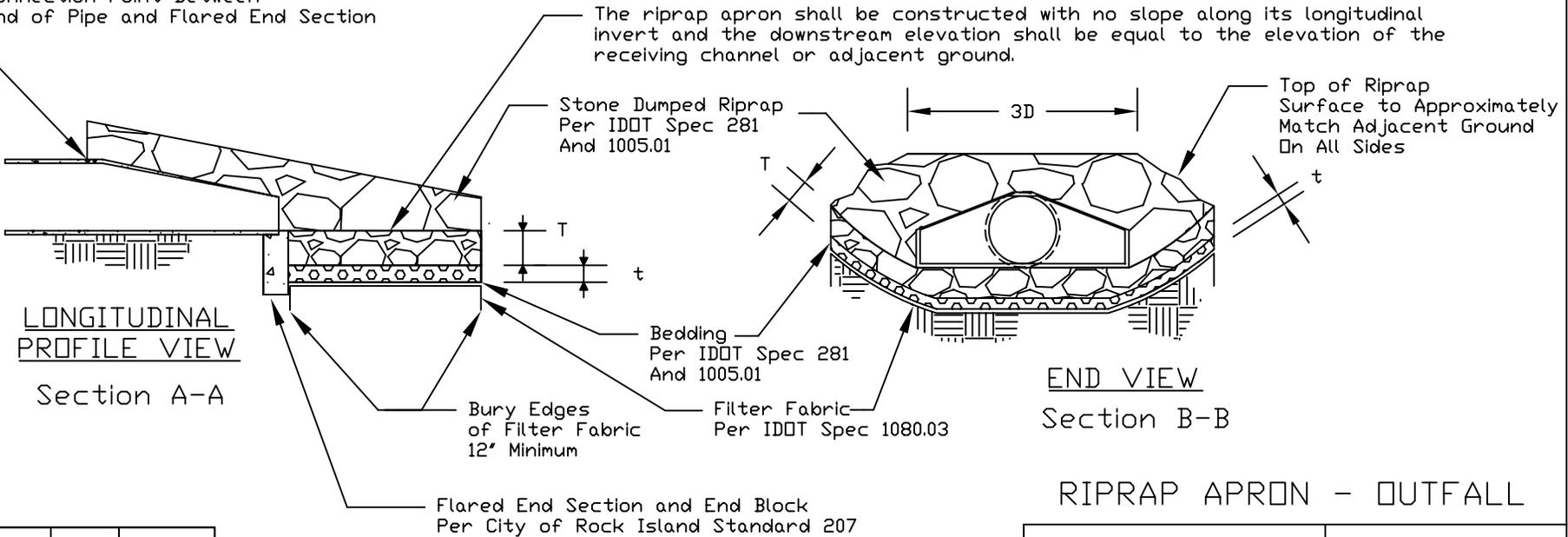
Inside Pipe Dia. (Inches)	Outside D (Inches)	Max. Pipe Slope (%) *	IDOT Rock Grad.	Surface T Min (Inches)	Bedding t Min (Inches)	3D (Feet)	L (Feet)	D+L (Feet) **
12	16	3.1	RR3	15	-	4	15	16
15	20	2.3	RR4	20	6	5	16	18
18	23	1.8	RR4	20	6	6	16	18
24	30	1.2	RR4	20	6	8	20	23
30	37	0.9	RR4	20	6	9	22	25
36	44	0.7	RR5	28	8	11	24	28
48	58	0.5	RR6	32	10	15	28	33
60	72	0.4	RR6	32	10	18	36	42
72	86	0.3	RR6	32	10	22	44	51
96	112	0.2	RR7	32	12	28	54	63

* Note: When maximum pipe slope is exceeded, this detail and table of values cannot be used. A different form of energy dissipation, such as a concrete impact basin or stilling basin, must be designed and constructed.

** Note: "D+L" Width may be reduced to match a smaller channel width, as long as the elevation along the "L" dimension is not reduced from the "3D" surface elevation.

Connection Point Between End of Pipe and Flared End Section

The riprap apron shall be constructed with no slope along its longitudinal invert and the downstream elevation shall be equal to the elevation of the receiving channel or adjacent ground.

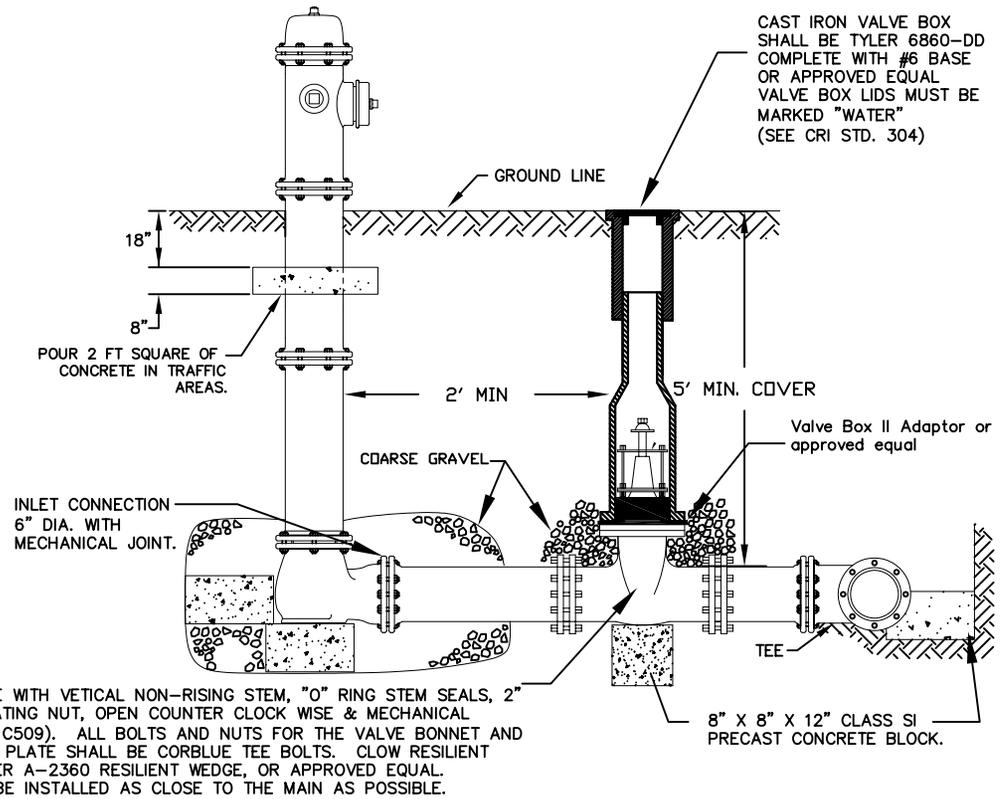
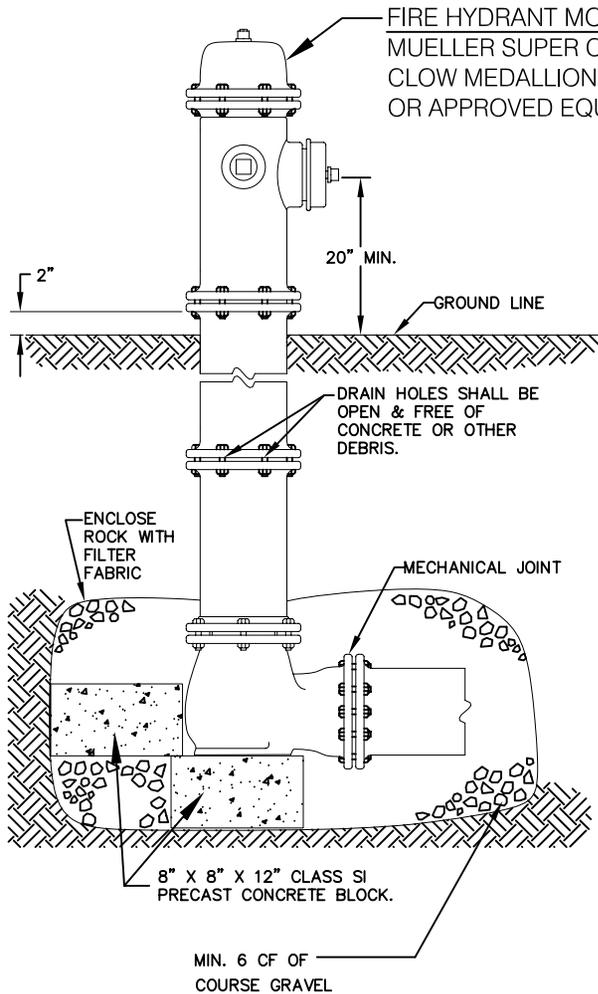


RIPRAP APRON - OUTFALL

REVISED	CAM	02/03/09
STANDARDIZED	RAP	07/15/08
REVISION	BY	DATE

NOT TO SCALE

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 218
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6" GATE VALVE WITH VERTICAL NON-RISING STEM, "O" RING STEM SEALS, 2" SQUARE OPERATING NUT, OPEN COUNTER CLOCK WISE & MECHANICAL JOINTS (AWWA C509). ALL BOLTS AND NUTS FOR THE VALVE BONNET AND VALVE THRUST PLATE SHALL BE CORBLUE TEE BOLTS. CLOW RESILIENT WEDGE, MUELLER A-2360 RESILIENT WEDGE, OR APPROVED EQUAL. VALVE SHALL BE INSTALLED AS CLOSE TO THE MAIN AS POSSIBLE.

- NOTE:
1. A COMPRESSION TYPE MAIN VALVE, CLOSING WITH STREAM FLOW. THE VALVE WILL BE DESIGNED TO BE HELD CLOSED IN COMPRESSION UNDER STATIC WATER PRESSURE. THE VALVE OPENING WILL BE 5.25" MINIMUM NOMINAL DIAMETER AND OPEN COUNTER-CLOCKWISE. OPERATING NUT SHALL BE 7/8" SQUARE IN SIZE.
 2. THE INLET CONNECTION WILL BE 6" DIA. "CUT-IN" MECHANICAL JOINT (AS DESCRIBED IN SECTION II-2, CI) WITH RESTRAINING LUGS, FOOT PIECE BELL WILL ACCEPT PIPE OUTSIDE DIAMETERS IN THE 6.9" AND 7.1" RANGE.
 3. ALL HYDRANT BOLTS AND NUTS FROM THE GRADE LINE MARK ON THE BARREL TO THE SHOE BOLTS AND NUTS SHALL BE CORBLUE TEE BOLTS.
 4. DELIVERY CLASSIFICATION - ONE PUMPER AND TWO HOSE NOZZLES. THESE NOZZLES SHALL BE 4.5" & 2.5" NOMINAL INSIDE DIA. RESPECTIVELY. THREADS SHALL BE OF NATIONAL STANDARD FIRE HOSE COUPLING SCREW DESIGN.
 5. THE HYDRANTS WILL BE OF "TRAFFIC BREAKAWAY DESIGN," WITH GROUND LINE FLANGE AND SAFETY STEM OPERATOR COUPLING. GRADE LINE SHALL BE POSITIVELY MARKED ON THE LOWER BARREL. THE CENTER LINE OF ALL PORTS SHALL BE A MINIMUM OF 18" ABOVE ESTABLISHED GRADE LINES.
 6. HYDRANTS WILL BE PROVIDED WITH BRONZE-LINED OUTLETS TO ALLOW CORROSION RESISTANT DRAINAGE OF THE BARREL SECTIONS. SEAT AND DRAIN RINGS WILL BE OF BRONZE COMPOSITION AS PROVIDED IN THE STANDARD RECOMMENDATIONS.
 7. NOZZLE CAPS WILL OPEN COUNTER-CLOCKWISE, HAVE NATIONAL STANDARD TREADS, AND BE PROVIDED WITH A SECURITY CHAIN. OPERATING NUT SHALL BE 7/8" SQUARE IN SIZE.
 8. POSITIVE O-RINGS SEALS WILL BE PROVIDED TO PROTECT STEM AND OPERATING NUT THREADS, AND ALL BEARING SURFACES FROM THE ATMOSPHERE AND THE WATERWAY. THE TOP WILL HAVE AN OIL RESERVOIR OR GREASE CHAMBER TO INSURE AUTOMATIC LUBRICATION OF THE STEM THREADS DURING OPERATION.
 9. PRIMARY COATING AND PAINTING MUST COMPLY WITH THE STANDARD RECOMMENDATIONS, AND A SAFETY FINISH COAT WILL BE APPLIED ABOVE THE GRADE LINE. FINISH COAT MUST BE SAFETY YELLOW IN COLOR.

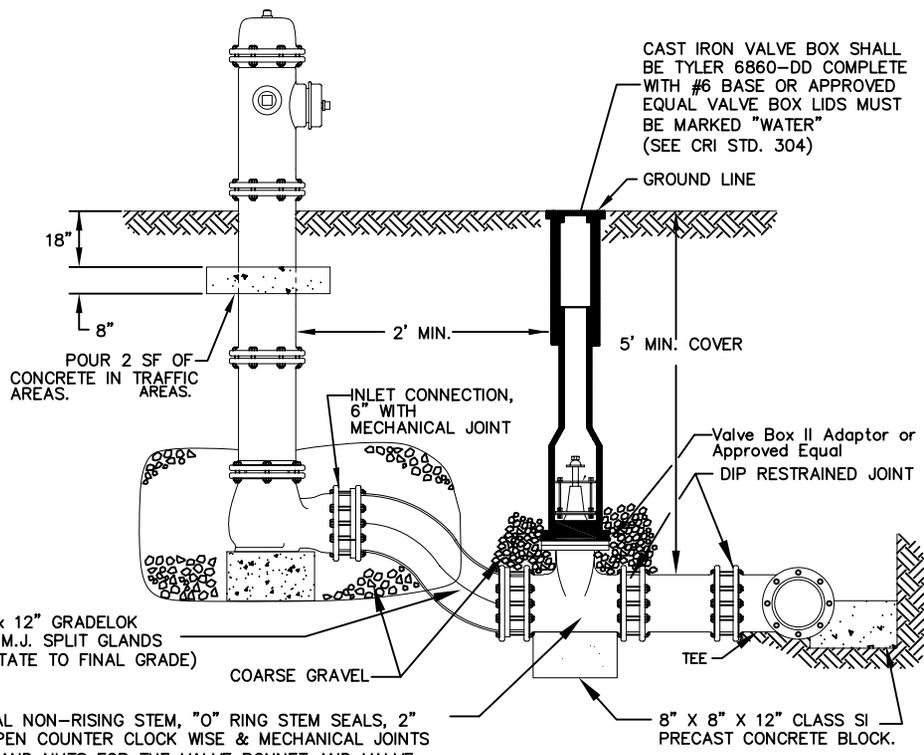
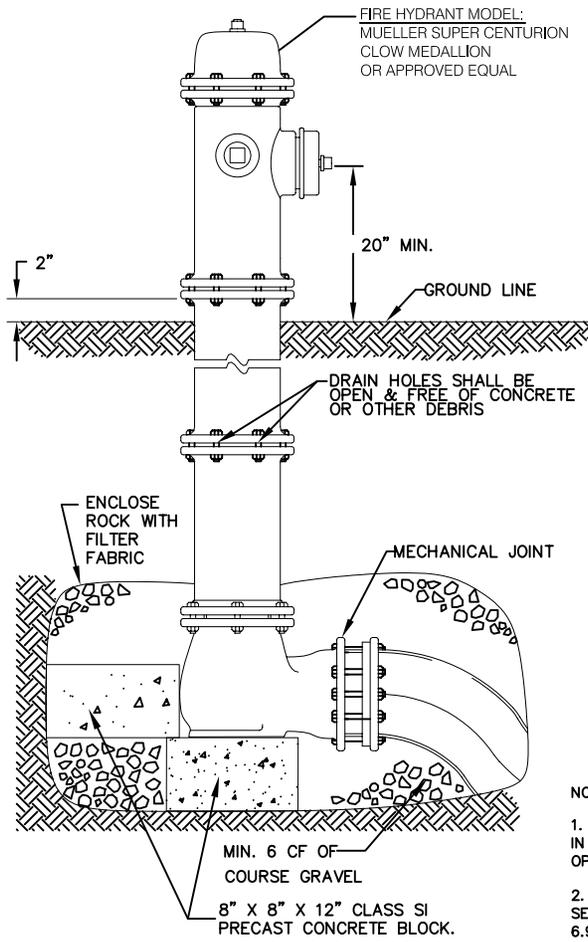
NOT TO SCALE

REVISED	MDW	10/26/10
REVISED	MDW	07/15/05
REVISED	WLC	04/12/05
REVISED	CAM	04/03/02
REVISED	PJK	03/25/02
REVISED	MDW	01/06/00
REV. HYD. MODEL STD.	PMCJ	06/25/99
METRIC	PMCJ	01/27/97
REVISED	MDW	08/22/94
STAND301.DWG	MDM	03/91
REVISION	BY	DATE

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FIRE HYDRANT DETAIL

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 301
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6" GATE VALVE WITH VETICAL NON-RISING STEM, "O" RING STEM SEALS, 2" SQUARE OPERATING NUT, OPEN COUNTER CLOCK WISE & MECHANICAL JOINTS (AWWA C509). ALL BOLTS AND NUTS FOR THE VALVE BONNET AND VALVE THRUST PLATE SHALL BE CORBLUE TEE BOLTS. CLOW RESILIENT WEDGE, MUELLER A-2360 RESILIENT WEDGE, OR APPROVED EQUAL. VALVE SHALL BE INSTALLED AS CLOSE TO THE MAIN AS POSSIBLE.

NOTE:

1. A COMPRESSION TYPE MAIN VALVE, CLOSING WITH STREAM FLOW. THE VALVE WILL BE DESIGNED TO BE HELD CLOSED IN COMPRESSION UNDER STATIC WATER PRESSURE. THE VALVE OPENING WILL BE 5.25" MINIMUM NOMINAL DIAMETER AND OPEN COUNTER-CLOCKWISE. OPERATING NUT SHALL BE 7/8" SQUARE IN SIZE.
2. THE INLET CONNECTION WILL BE 6" DIA. "CUT-IN" MECHANICAL JOINT (AS DESCRIBED IN SECTION II-2, CII) WITH RESTRAINING LUGS, FOOT PIECE BELL WILL ACCEPT PIPE OUTSIDE DIAMETERS IN THE 6.9" AND 7.1" RANGE.
3. ALL HYDRANT BOLTS AND NUTS FROM THE GRADE LINE MARK ON THE BARREL TO THE SHOE BOLTS AND NUTS SHALL BE CORBLUE TEE BOLTS.
4. DELIVERY CLASSIFICATION - ONE PUMPER AND TWO HOSE NOZZLES. THESE NOZZLES SHALL BE 4.5" & 2.5" NOMINAL INSIDE DIA. RESPECTIVELY. THREADS SHALL BE OF NATIONAL STANDARD FIRE HOSE COUPLING SCREW DESIGN.
5. THE HYDRANTS WILL BE OF "TRAFFIC BREAKAWAY DESIGN," WITH GROUND LINE FLANGE AND SAFETY STEM OPERATOR COUPLING. GRADE LINE SHALL BE POSITIVELY MARKED ON THE LOWER BARREL. THE CENTER LINE OF ALL PORTS SHALL BE A MINIMUM OF 18" ABOVE ESTABLISHED GRADE LINES.
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8. POSITIVE O-RINGS SEALS WILL BE PROVIDED TO PROTECT STEM AND OPERATING NUT THREADS, AND ALL BEARING SURFACES FROM THE ATMOSPHERE AND THE WATERWAY. THE TOP WILL HAVE AN OIL RESERVOIR OR GREASE CHAMBER TO INSURE AUTOMATIC LUBRICATION OF THE STEM THREADS DURING OPERATION.
9. PRIMARY COATING AND PAINTING MUST COMPLY WITH THE STANDARD RECOMMENDATIONS, AND A SAFETY FINISH COAT WILL BE APPLIED ABOVE THE GRADE LINE. FINISH COAT MUST BE SAFETY YELLOW IN COLOR.

NOT TO SCALE

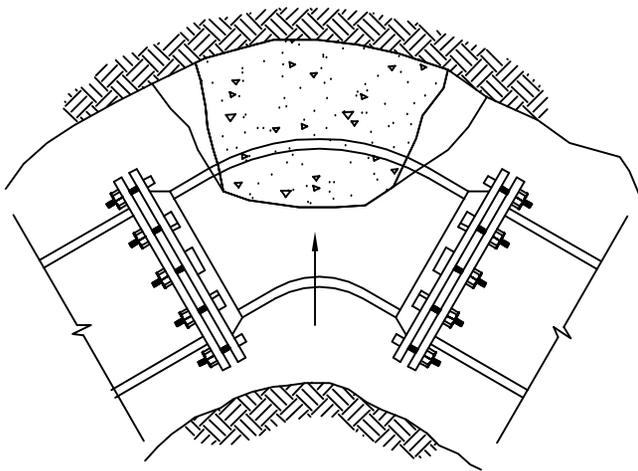
REVISED	MDW	10/26/10
REVISED	MDW	07/15/05
REVISED	WLC	04/12/05
REVISED	PJK	03/25/02
REV. HYD. MODEL STD.	PMCJ	06/25/99
METRIC	PMCJ	01/27/97
STAND301.DWG	MDM	10/96
REVISION	BY	DATE

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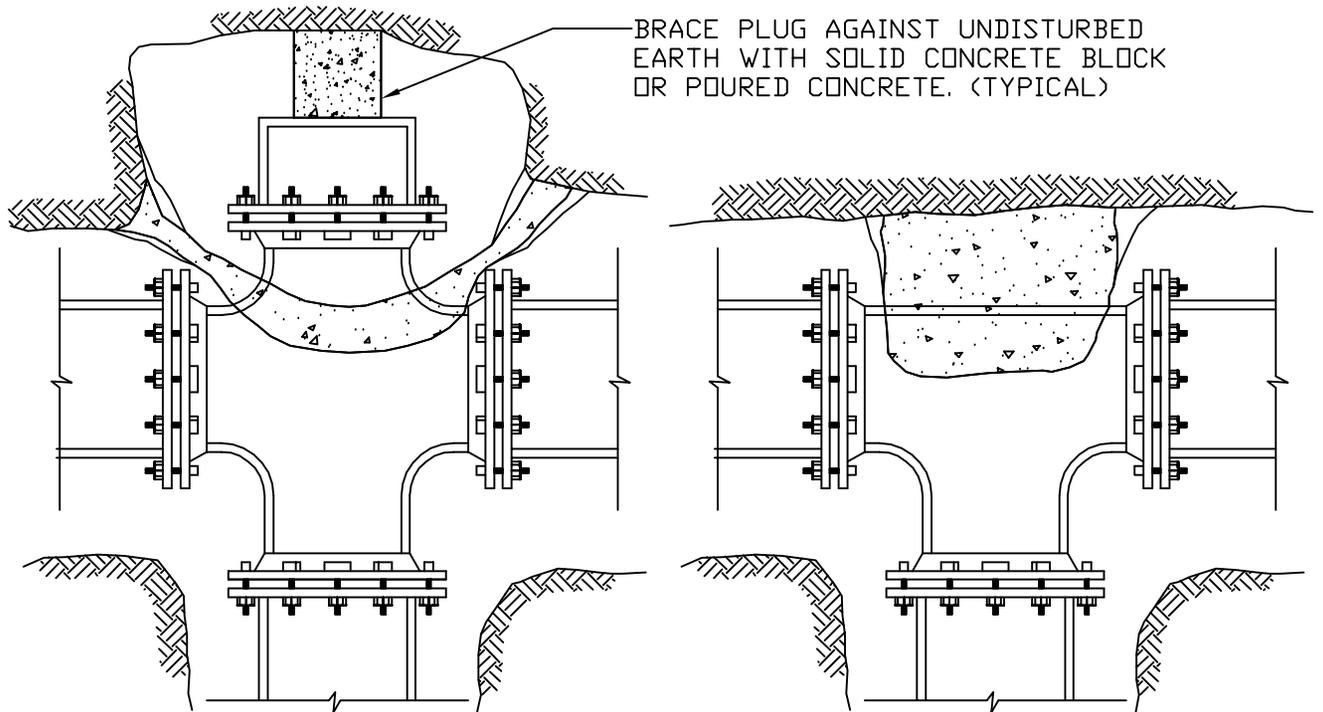
CITY OF ROCK ISLAND
ENGINEERING DIVISION

FIRE HYDRANT WITH
GRADELOK OFFSET DETAIL

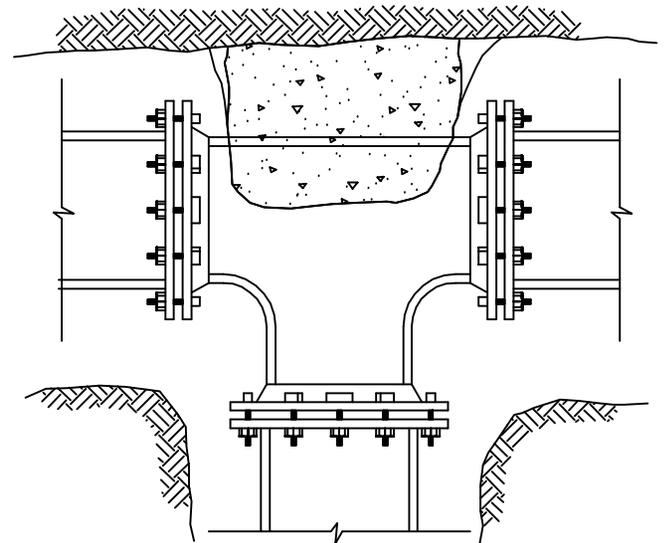
STANDARD NO. 301A



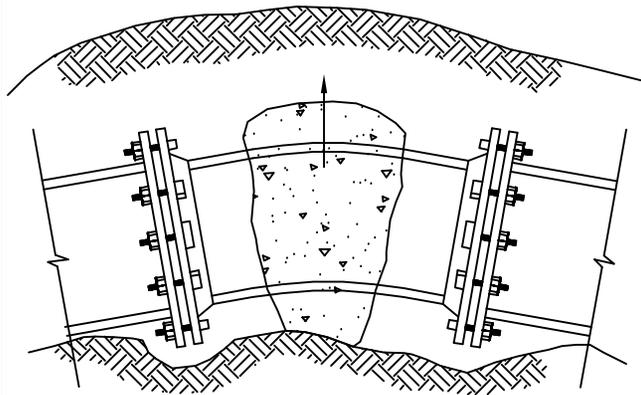
90° ELBOW



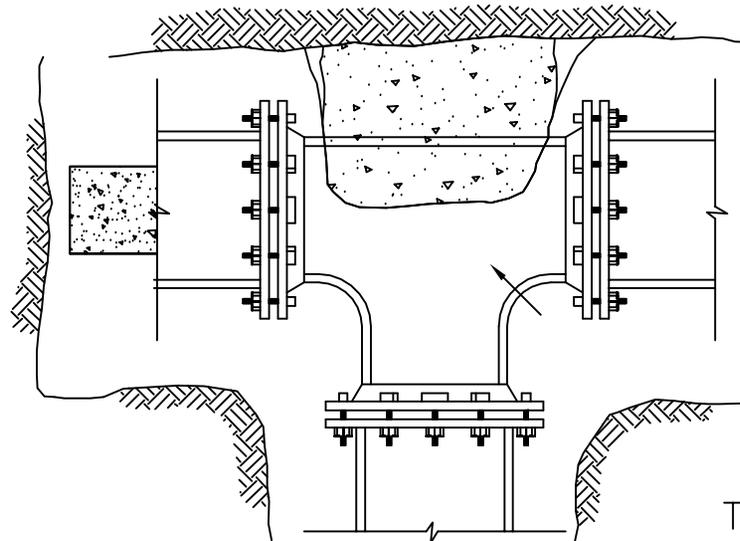
PLUGGED CROSS



TEE



VERTICAL BEND



PLUGGED TEE

NOTES:

1. ALL BLOCKS BEAR AGAINST UNDISTURBED EARTH.
2. ARROWS INDICATE DIRECTION OF THRUST.
3. ALL THRUST BLOCKS TO BE 3000 PSI CONCRETE.
4. ALL FITTING SHOWN IN PLAN EXCEPT VERTICAL BEND.
5. FRESH CONCRETE SHALL NOT TOUCH FLANGE OR FLANGE BOLTS.

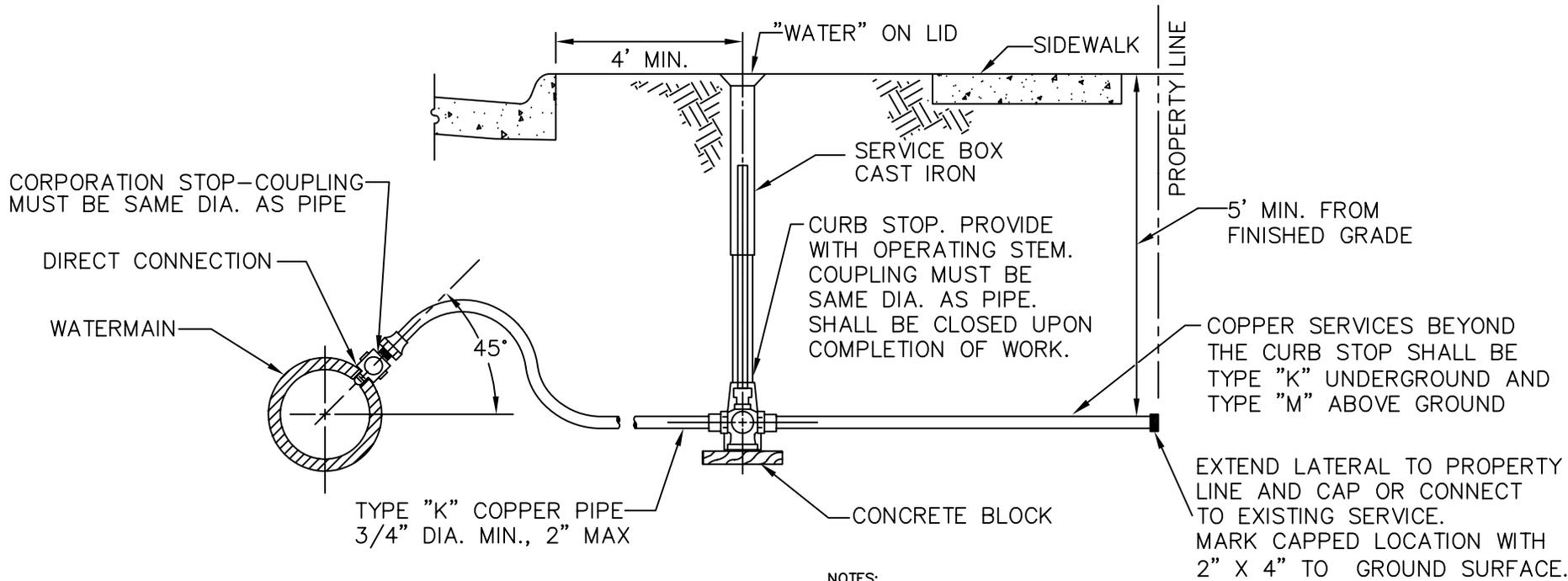
TYPICAL THRUST BLOCK INSTALLATIONS

NOT TO SCALE

STANDARDIZED	PMCJ	10/03/94
REVISION	BY	DATE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 302



NOTES:

1. THE SERVICE PIPE SHALL BE LAID IN THE TRENCH WITH SUFFICIENT HORIZONTAL WEAVING TO ALLOW NOT LESS THAN 1' EXTRA LENGTH IN ITS ENTIRE LENGTH.
 2. SERVICE PIPES OVER 2" DIAMETER SHALL BE TAPPED LIVE THROUGH A SADDLE SLEEVE OR CUT-IN TO THE MAIN WITH A SOLID SLEEVE. NOTIFY THE PUBLIC WORKS DEPARTMENT PRIOR TO PERFORMING SUCH A CONNECTION.
 3. THE PIPING FROM TWO OR MORE SERVICES ON THE SAME PREMISES MUST BE KEPT SEPARATE, WITH NO CROSS CONNECTIONS.
 4. CONTACT THE PLUMBING INSPECTOR FOR SPECIAL BEDDING AND INSTALLATION REQUIREMENTS FOR SERVICES IN ACID SOILS OR LANDFILLS.
 5. CURB STOP SHALL BE 4' MIN FROM BACK OF CURB OR EDGE OF PAVEMENT AND 1' MIN FROM PROPERTY LINE, BUT IN EITHER CASE NOT IN A SIDEWALK WITHOUT APPROVAL OF THE PUBLIC WORKS DEPARTMENT.
 6. IF A SADDLE IS PROVIDED FOR TAPPING OF DUCTILE IRON OR CAST IRON WATERMAINS, THE "ALL W/ SADDLE" FIGURES CAN BE USED FOR MAX. TAP SIZES.
 7. MANUFACTURERS DO NOT RECOMMEND TAPPING C900 PVC OVER 12" DIAMETER.
- * FOR PVC WATER MAINS OVER 12" THAT NEED TO BE TAPPED, CONTACT THE PUBLIC WORKS DEPARTMENT - D.I.P. OR A SPECIAL GRADE OF PVC MAY BE REQUIRED.

MAXIMUM RECOMMENDED DIRECT TAP SIZES		
MAIN DIA.	MAX TAP SIZE BY MAIN MATERIAL TYPE	
	CL 350 DIP & CAST IRON	ALL W/ SADDLE
3"	3/4"	3/4"
4"	3/4"	1"
6"	1"	1-1/2"
8"	1"	2"
10"	1"	2"
12"	1-1/4"	2"
14"	1-1/2"	2" *
16"	2"	2" *
18"	2"	2" *
20"	2"	2" *
24"	2"	2" *

REVISED	MDW	3/26/08
REVISED	TAB	4/2/02
REVISED	PMCJ	12/14/98
METRIC	PMCJ	01/27/97
STAND303.DWG	CWE	06/19/91
REVISION	BY	DATE

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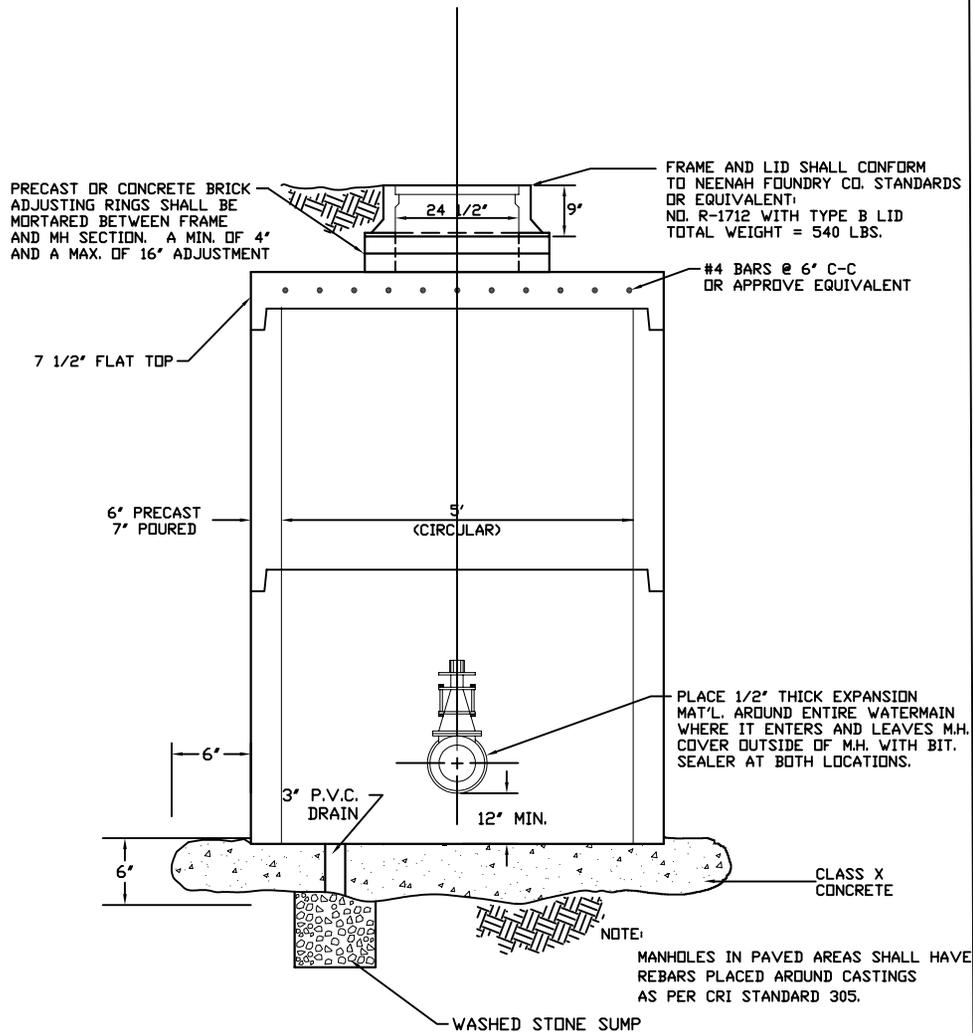
STANDARD TAP SERVICE PIPING (COPPER)

NOT TO SCALE

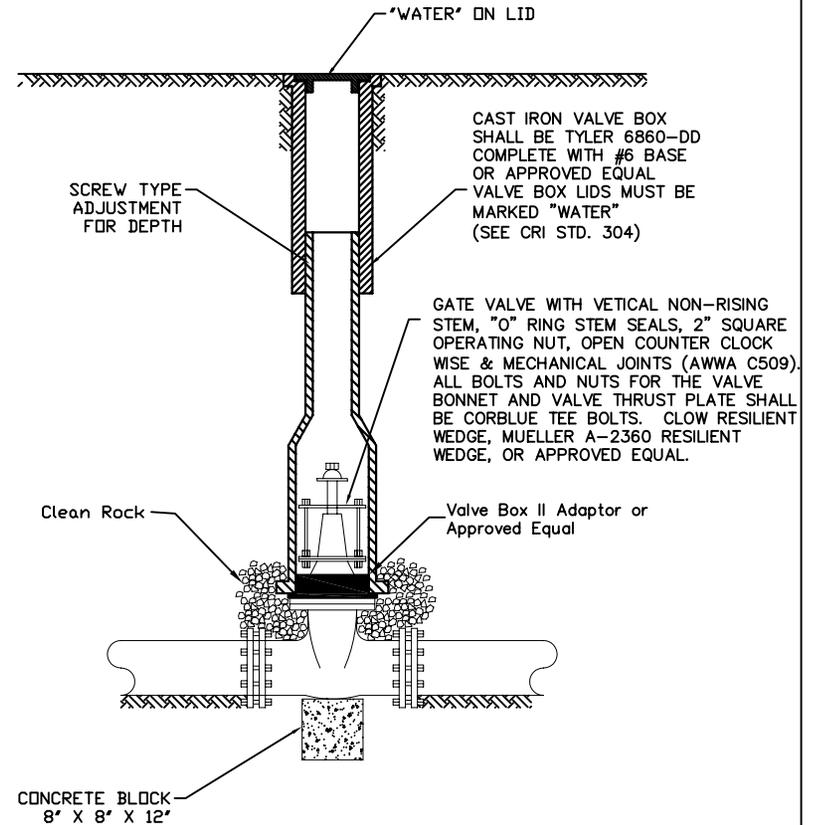
CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 303

VALVE VAULT



VALVE BOX



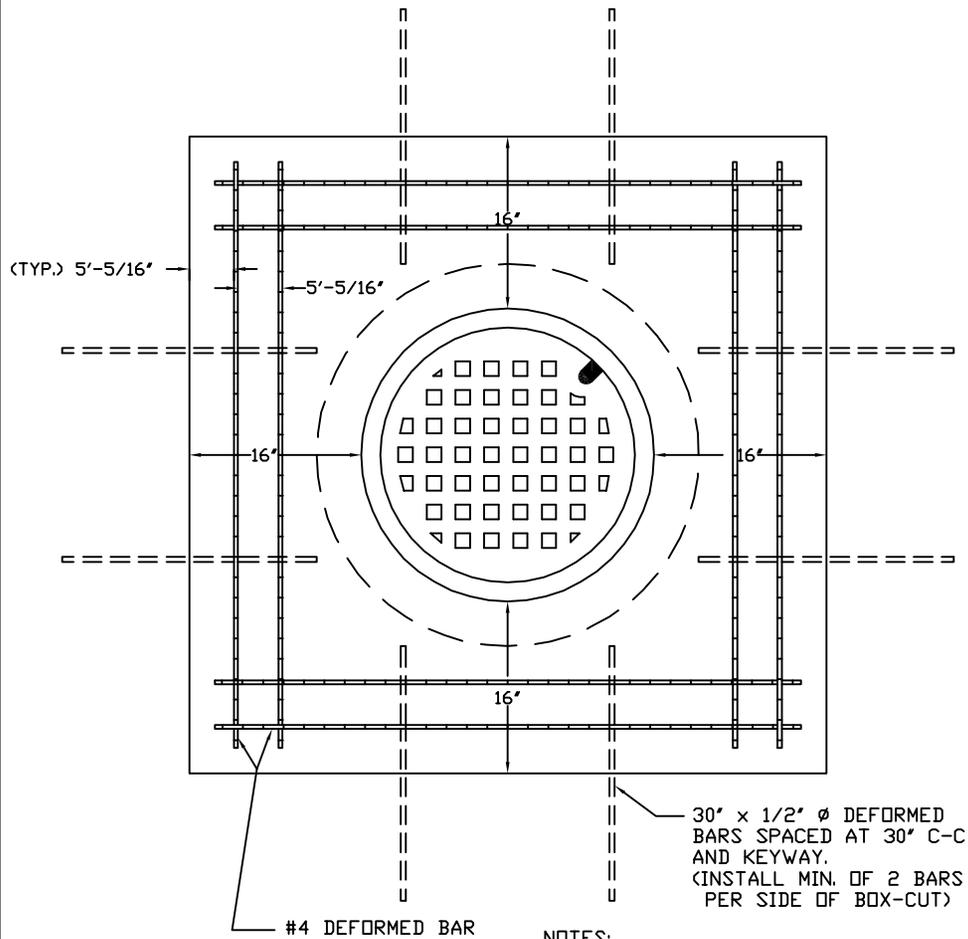
STANDARD VALVE VAULT & STANDARD VALVE BOX

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 304

REVISED	MDW	10/26/10
REVISED	WLC	04/12/05
REVISED	CAM	04/03/02
REVISED	PJK	03/25/02
REVISED	TAB	03/14/00
STAND304.DWG	MDW	03/12/93

MANHOLE BOX-OUT



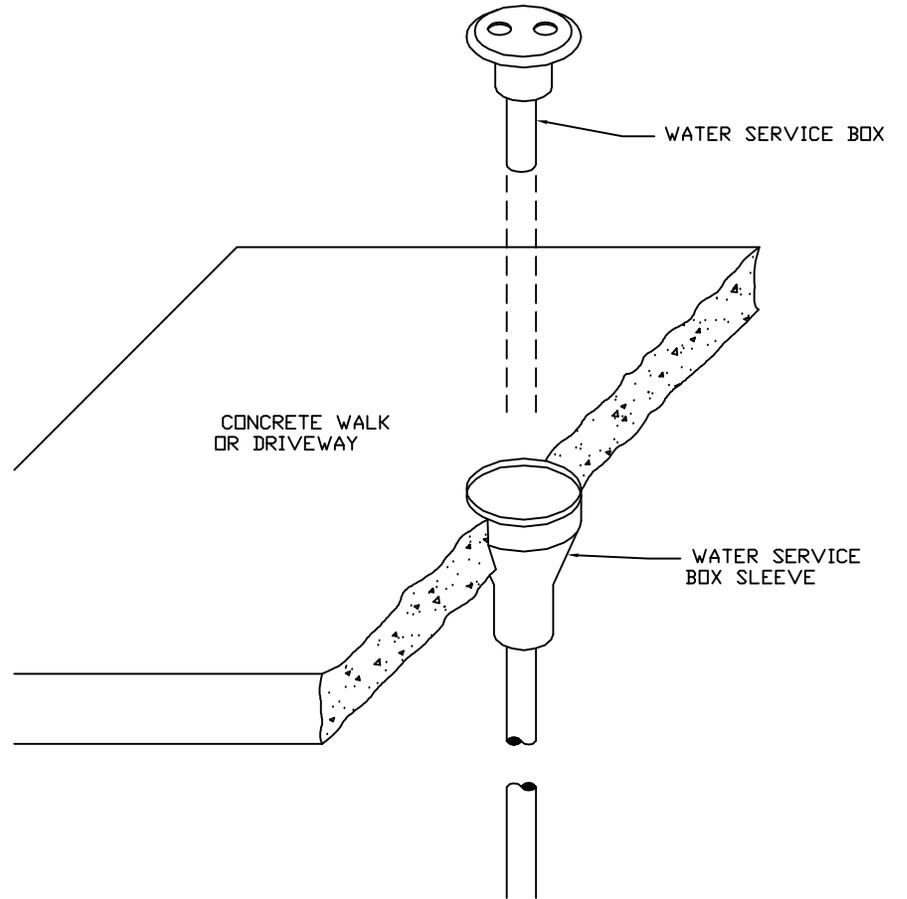
30" x 1/2" Ø DEFORMED BARS SPACED AT 30" C-C AND KEYWAY. (INSTALL MIN. OF 2 BARS PER SIDE OF BOX-CUT)

#4 DEFORMED BAR

NOTES:

- #1 REBARS TO BE PLACED WHETHER BOX-OUT IS USED OR NOT.
- #2 MINIMUM OF 2" CLEARANCE BETWEEN BOX-OUT AND END OF REBARS.

SLEEVE - WATER SERVICE BOX



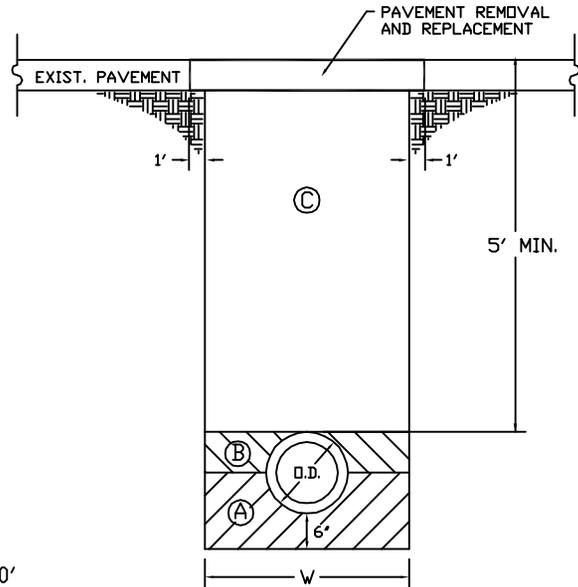
MANHOLE BOX-OUT & WATER SERVICE BOX SLEEVE

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 305

REVISED	TAB	03/14/2000
STAND305.DWG	CVE	06/24/91
REVISION	BY	DATE

TRENCH DETAIL FOR ALL EXCAVATIONS
UNDER OR WITHIN TWO FEET OF A
PROPOSED OR EXISTING PAVEMENT



$W = D.D. + 3.0'$

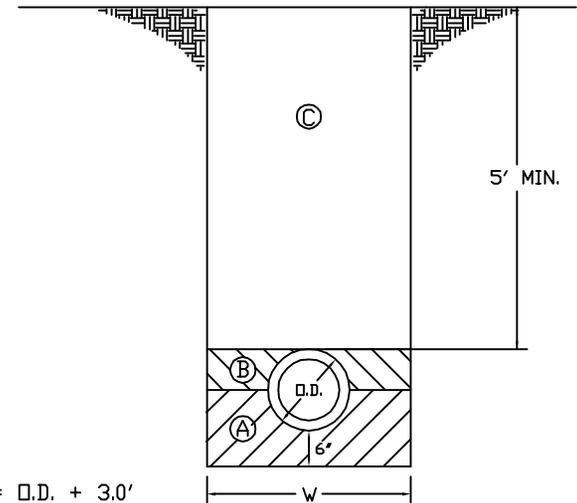
AREA (A) FA-1 OR FA-2 BEDDING COMPACTED IN 8" LIFTS ACCORDING TO ART. 550.07

AREA (B) TRENCH BACKFILL (PAY ITEM) COMPACTED IN 8" LIFTS ACCORDING TO ART. 550.07

AREA (C) TRENCH BACKFILL (PAY ITEM). COMPACTED BY METHOD 1, 2, OR 3 ART. 550.07.

BEDDING, BACKFILLING AND COMPACTING AREA A ARE INCIDENTAL TO THE WATERMAIN CONSTRUCTION.

TRENCH DETAIL FOR EXCAVATIONS
OUTSIDE PAVED AREAS



$W = D.D. + 3.0'$

AREA (A) FA-1 OR FA-2 BEDDING COMPACTED IN 8" LIFTS ACCORDING TO ART. 550.07

AREA (B) SELECT MATERIAL - NATIVE SOIL EXCAVATED FROM THE TRENCH, FREE OF ROCKS, FOREIGN MATERIALS, AND FROZEN EARTH. COMPACTED IN 8" LIFTS ACCORDING TO ART. 550.07

AREA (C) EXCAVATED MATERIAL FREE OF ROCKS LARGER THAN 8" IN GREATEST DIMENSION COMPACTED BY METHOD 1, 2, OR 3 ART. 550.07

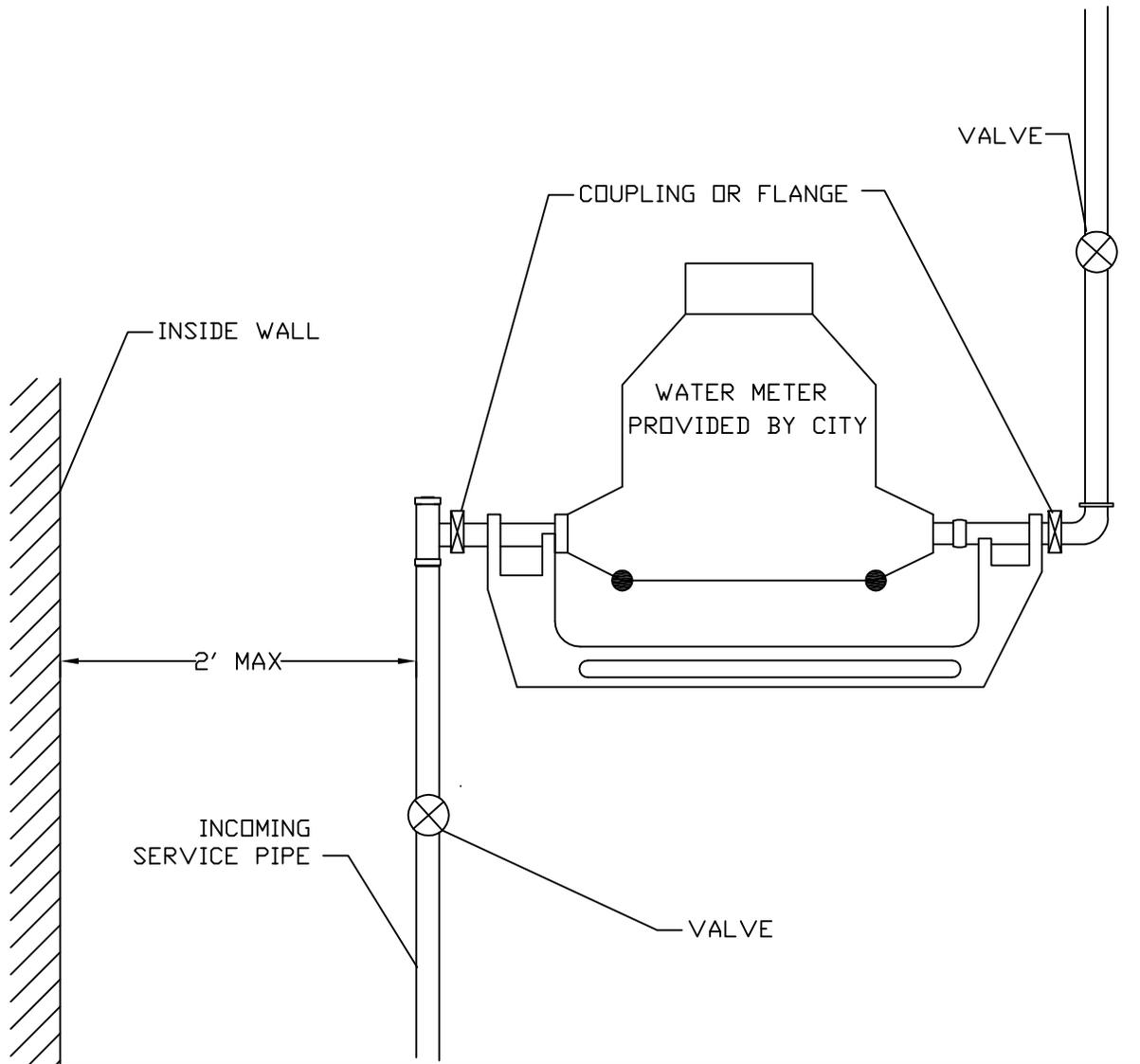
BEDDING, BACKFILLING AND COMPACTING AREAS A, B, AND C ARE INCIDENTAL TO THE WATERMAIN CONSTRUCTION.

TRENCH DETAILS FOR
WATERMAIN INSTALLATION

REVISION	BY	DATE
STANDARDIZED	MEE	08/20/94
REVISED	MDW	08/22/94

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 306



NOTES:

1. ALL METERS SHALL BE FURNISHED AND SET BY THE PUBLIC WORKS DEPARTMENT, BUT OWNERS MUST PROVIDE A SUITABLE LOCATION IN THE PIPING SYSTEM.
2. METERS SHALL BE SET LEAVING A MAXIMUM OF 2 FEET OF SERVICE FROM THE WALL FROM WHERE THE PIPE ENTERS THE PREMISES.
3. THE METER SHALL BE LOCATED FOR READY ACCESS AT ALL TIMES BY PUBLIC WORKS STAFF, AND KEPT DRY, CLEAN AND PROTECTED FROM FREEZING.
4. ALL VALVES AND FITTINGS NECESSARY TO COMPLY WITH THE REQUIREMENTS AND TO PROVIDE CONNECTION TO THE METER, EXCEPT A COUPLING OR FLANGE AT EACH END OF THE METER, SHALL BE PROVIDED BY THE OWNER OF THE PREMISES TO BE SERVED.
5. PROVIDE A WIRE CONNECTION, METER YOKE, OR OTHER MEANS TO PROVIDE ELECTRICAL CONDUCTIVITY AROUND THE METER FOR GROUNDING PURPOSES.

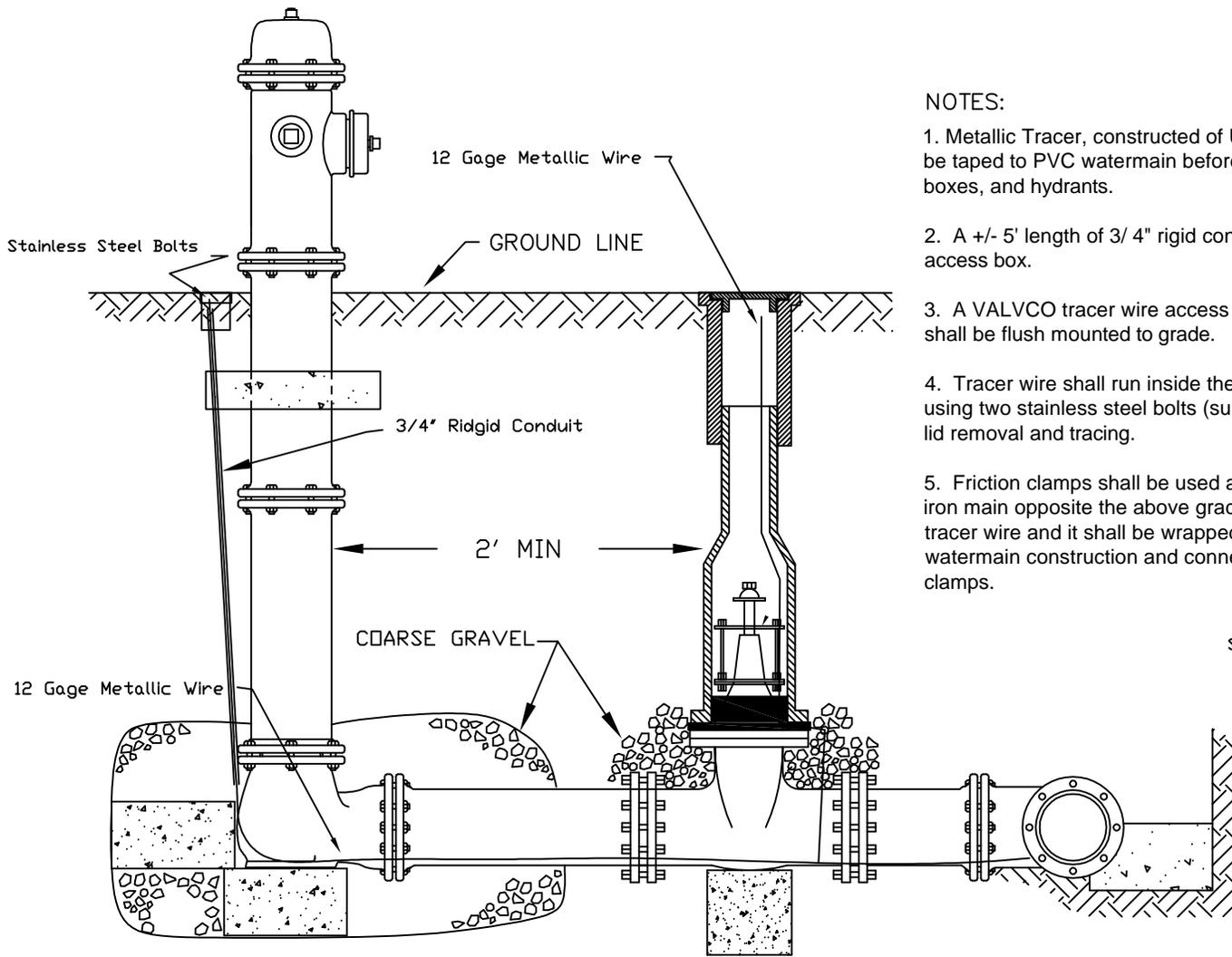
NOT TO SCALE

REMOVE UNDERLINE	BAN	01/06/15
STANDARDIZED	TAB	01/25/02
REVISION	MJH	05/07/01
STANDARDIZED	PMCJ	09/07/94
REVISION	BY	DATE

TYPICAL-SINGLE WATER METER
INSTALLATION

CITY OF ROCK ISLAND
ENGINEERING DIVISION

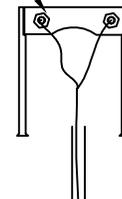
STANDARD NO. 307



NOTES:

1. Metallic Tracer, constructed of USE 12 gage metallic wire with blue insulation shall be taped to PVC watermain before placement. The tracer shall be connected to all valve boxes, and hydrants.
2. A +/- 5' length of 3/ 4" rigid conduit shall be used to guide the wire to the tracer wire access box.
3. A VALVCO tracer wire access box (TRACER WIRE imprinted on the lid) or approved equal shall be flush mounted to grade.
4. Tracer wire shall run inside the conduit and shall be connected to the lid using two stainless steel bolts (supplied with the lid). Extra wire shall be left for lid removal and tracing.
5. Friction clamps shall be used at both terminating ends of the tracer wire at the ductile iron main opposite the above grade switch box. Insulation shall be removed from 12" of the tracer wire and it shall be wrapped around the watermain at the termination point for watermain construction and connected directly to the watermain using friction clamps.

Stainless Steel Terminal Bolts



Lid Detail

NOT TO SCALE

STAND308.DWG	BAN	01/07/16
STAND308.DWG	JCP	03/05/10
STAND308.DWG	CAM	04/03/02
REVISION	BY	DATE

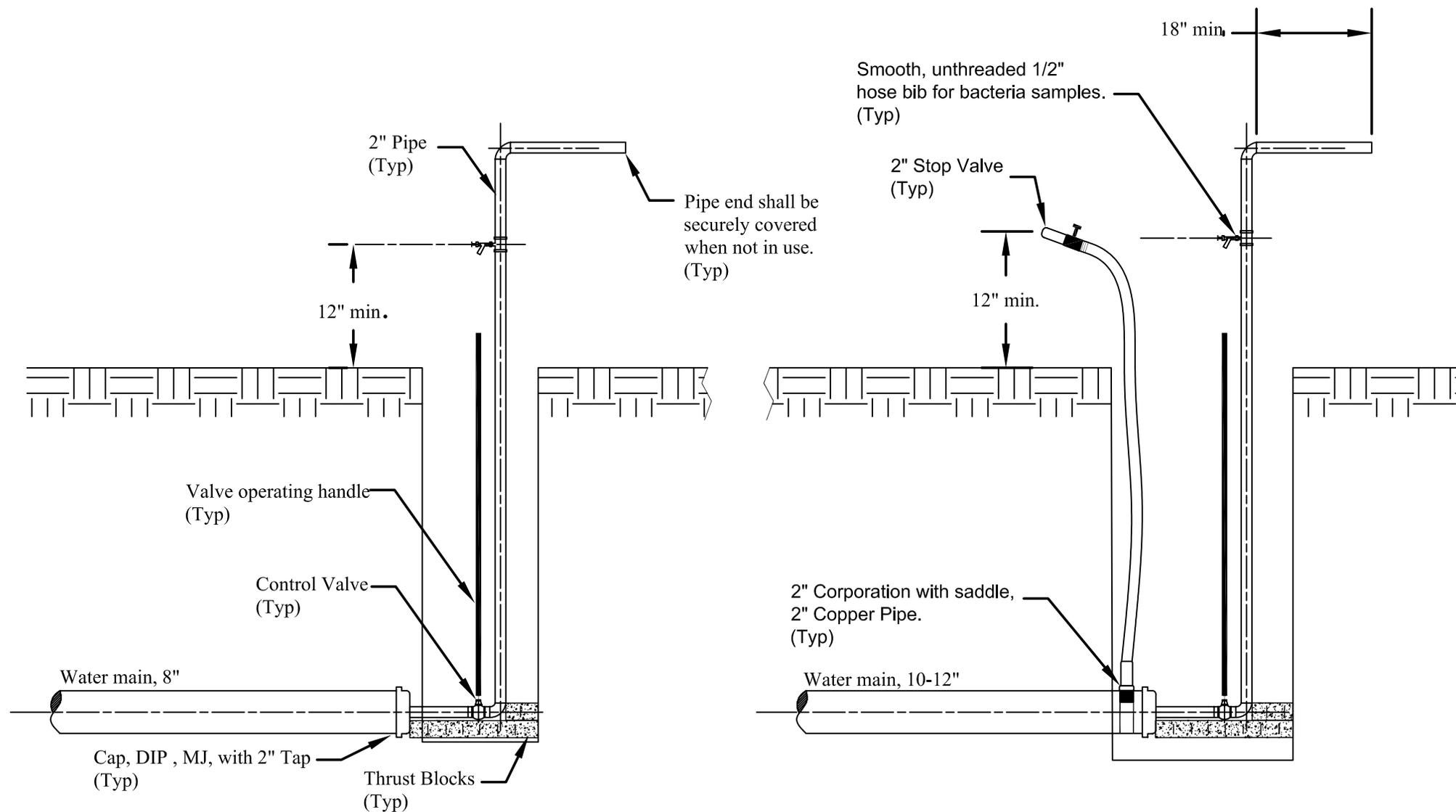
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Watermain Tracer Wire Detail

CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 308

NOTE: Water mains 8" or less shall have a minimum of one 2" pipe at downstream end for adequate flow for flushing. Water mains that are greater than 8" shall have two 2" pipes to provide for adequate flow for flushing. All material and labor required to provide for adequate flushing of new water main shall be incidental to the cost of the water main. Excavation sites shall be backfilled during testing period.



NOT TO SCALE

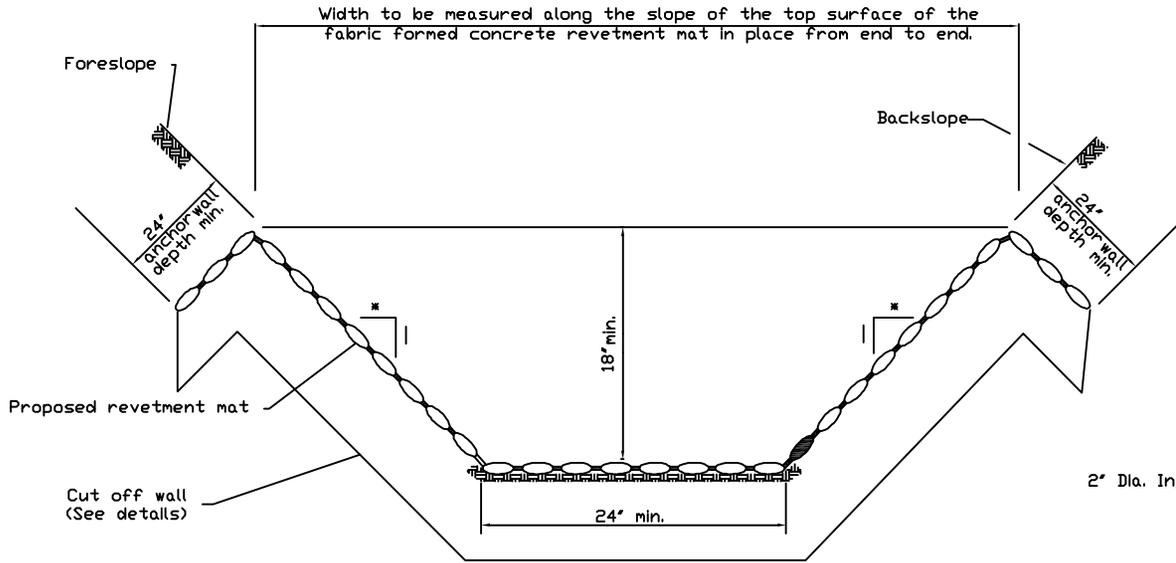
STAND309.DWG	WLC	02/03/06
REVISION	BY	DATE

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Watermain Blowoff and Sample Tap

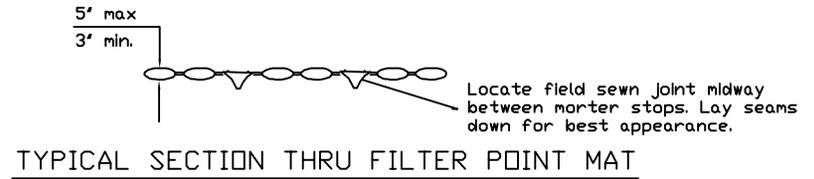
CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 309

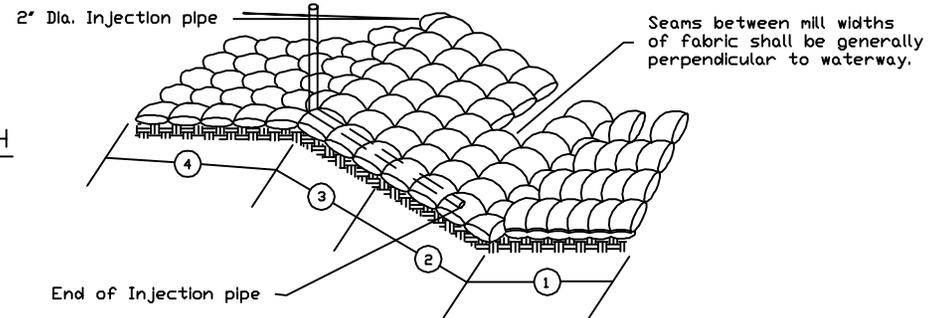


TYPICAL FABRIC FORMED CONCRETE REVETMENT MAT LINED DITCH

* 1.5min
6.0max



TYPICAL SECTION THRU FILTER POINT MAT



INSTALLATION DETAILS

1. In placing inserts through fabric use care to avoid breaking drop stitches.
2. ① Indicates sequence of pour.

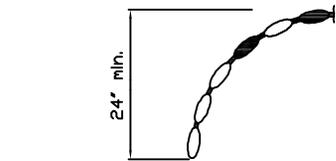
GENERAL NOTES

Dimensions given with minimum limits shall be adjusted for field conditions as directed by the engineer.

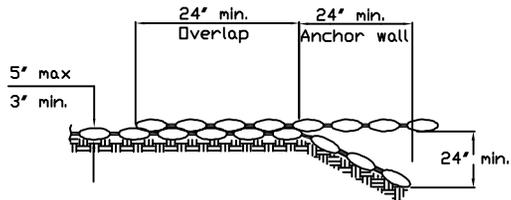
All anchor walls on side slopes and at lap joints as well as cut off walls, shall be installed in trenches and measured as such.

Cut off walls shall be installed at the upstream and downstream ends.

All dimensions are in inches (millimeters) unless otherwise shown.



CUT OFF WALL DETAILS



TYPICAL LAP JOINTS W/ANCHOR WALL

NOT TO SCALE

STANDARD	CAM	12/06/00
STANDARDIZED	PMCJ	08/31/94
REVISION	BY	DATE

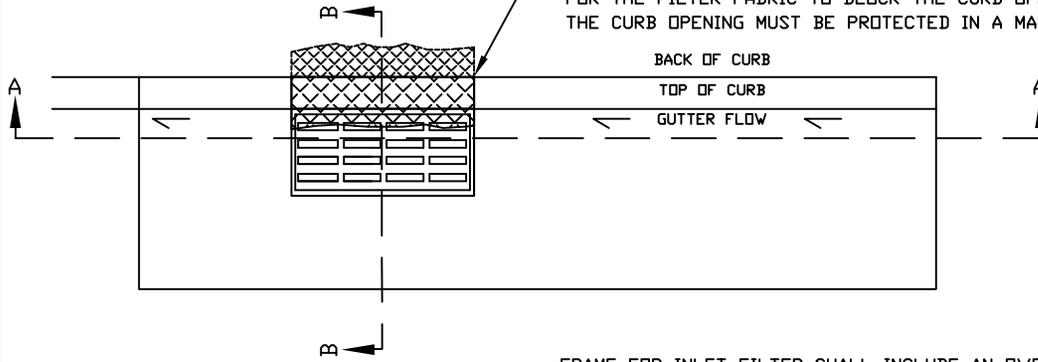
FABRIC FORMED CONCRETE REVETMENT MATS

CITY OF ROCK ISLAND
ENGINEERING DIVISION

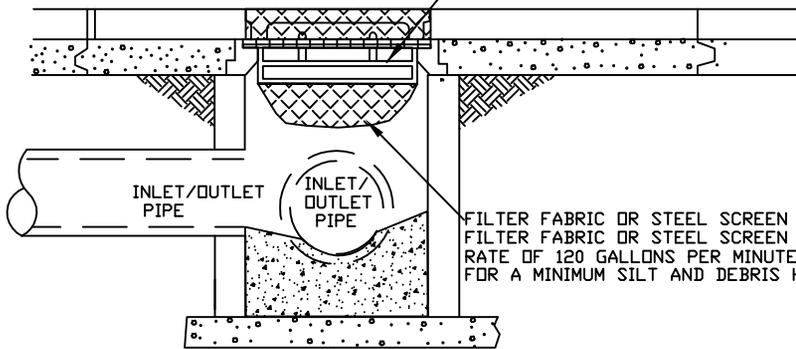
STANDARD NO. 401

PLAN VIEW

CURB INLET MUST BE PROTECTED FROM BYPASS. IF FILTER DOES NOT HAVE PROTECTION IN THE WAY OF A DEFLECTOR PLATE, THEN THE USE OF FILTER FABRIC SHALL BE USED TO PROTECT THE CURB INLET. FILTER FABRIC SECURED BEHIND CURB AND UNDER BACK EDGE OF SURFACE GRATE. FABRIC MUST BE FLUSH WITH CURB FACE ACROSS ENTIRE CURB OPENING. MESH SOCK/TUBE FILLED WITH STRAW, COMPOST, OR GRAVEL MAY BE SUBSTITUTED FOR THE FILTER FABRIC TO BLOCK THE CURB OPENING IN THE CASTING. THE CURB OPENING MUST BE PROTECTED IN A MANNER ACCEPTABLE TO THE ENGINEER



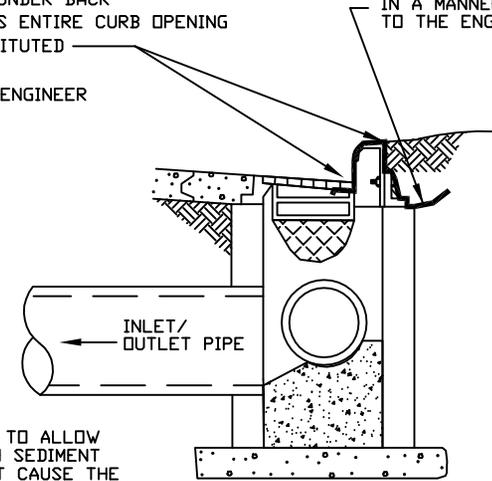
FRAME FOR INLET FILTER SHALL INCLUDE AN OVERFLOW FEATURE DESIGNED TO ALLOW FULL FLOW OF WATER INTO THE STRUCTURE IF THE FILTER IS FILLED WITH SEDIMENT. THE FRAME SHALL REST ON THE INSIDE LIP OF THE INLET CASTING AND NOT CAUSE THE SURFACE GRATE TO EXTEND HIGHER THAN 1/4 INCH ABOVE THE INLET FRAME



SECTION A-A

FILTER FABRIC OR STEEL SCREEN SHALL BE SECURED TO DROP IN FRAME. FILTER FABRIC OR STEEL SCREEN SHALL HAVE A MINIMUM FLOW RATE OF 120 GALLONS PER MINUTE PER SQUARE FOOT AND BE DESIGNED FOR A MINIMUM SILT AND DEBRIS HOLDING CAPACITY OF 2 CUBIC FEET

BURY FILTER FABRIC BEHIND CURB OR SECURE USING SAND BAGS IN A MANNER ACCEPTABLE TO THE ENGINEER



SECTION B-B

Inlet filter unit may also be fitted for round inlet structures. Inlet filter unit shall be as manufactured by **Inlet & Pipe Protection, Inc.**, at 24137 W. 111th St - Unit A, Naperville, IL (866) 287-8655// www.inletfilters.com , or approved equal.

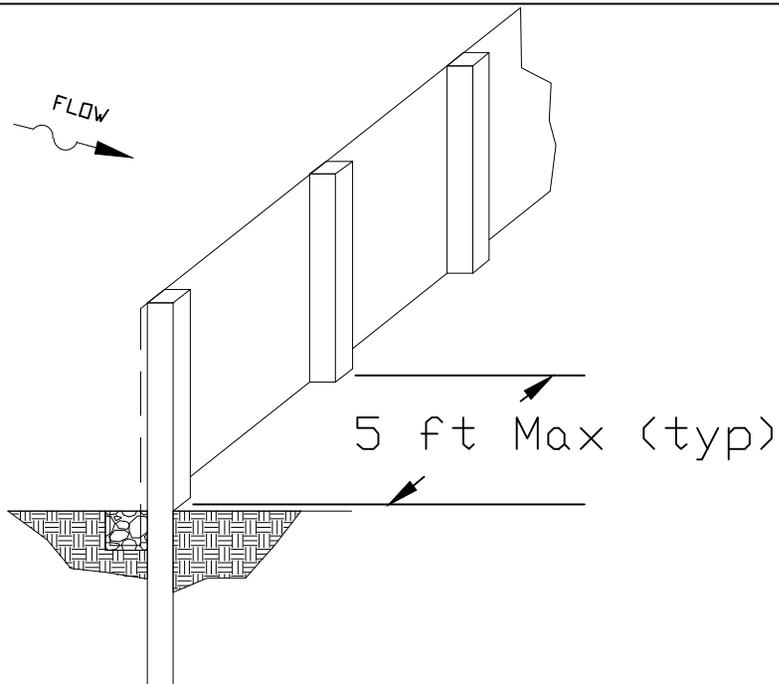
INLET FILTER FOR
INLET AND PIPE PROTECTION

REVISION	BY	DATE
REVISIED	RAH	9/06/12
REVISIED	RAH	3/02/10
NEW	RAH	3/29/07

NOT TO SCALE

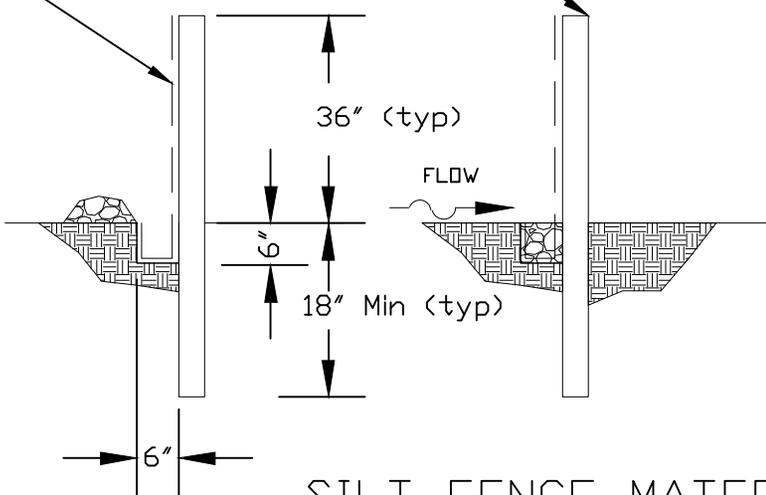
CITY OF ROCK ISLAND
ENGINEERING DIVISION

STANDARD NO. 402

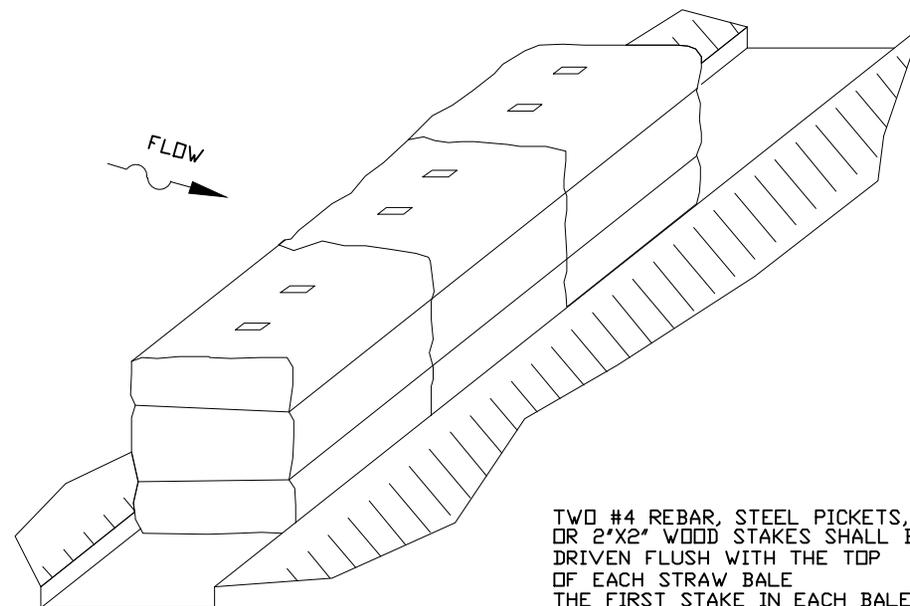


FILTER FABRIC SECURED TO POST
 MINIMUM OF 4 FASTENERS PER POST
 MINIMUM 10 GAUGE WIRE
 OR IN A MANNER ACCEPTABLE
 TO ENGINEER

2"X2" WOOD POST OR
 STD. STEEL PICKET

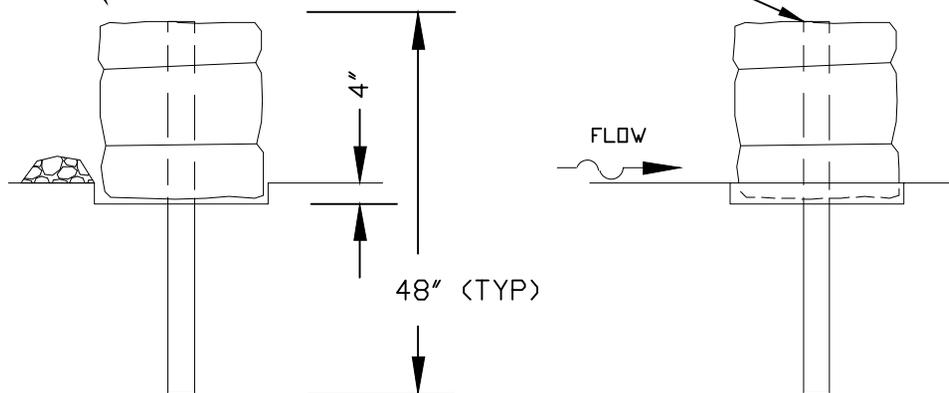


SILT FENCE MATERIAL



TWO #4 REBAR, STEEL PICKETS,
 OR 2"X2" WOOD STAKES SHALL BE
 DRIVEN FLUSH WITH THE TOP
 OF EACH STRAW BALE
 THE FIRST STAKE IN EACH BALE
 SHALL BE DRIVEN TOWARDS
 PREVIOUSLY PLACED BALE AT
 AN ANGLE TO FORCE THE BALES
 TOGETHER

BOUND BALES PLACED ON CONTOUR



STRAW BALE MATERIAL

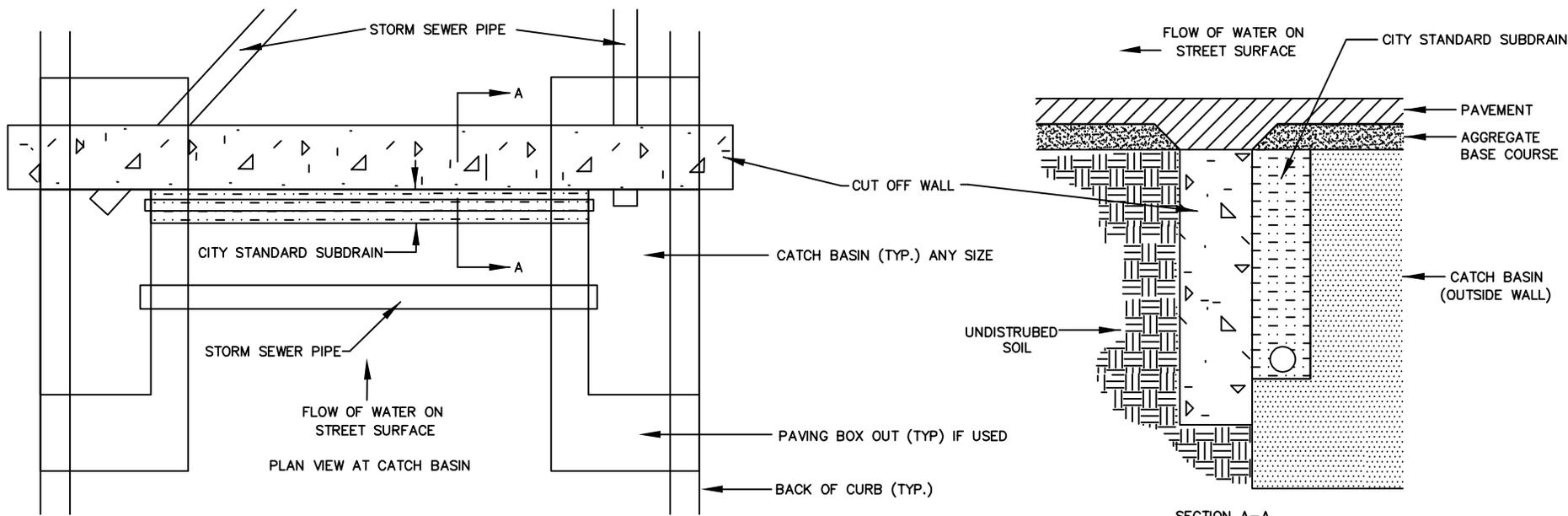
PERIMETER EROSION BARRIER

NEW	RAH	3/29/07
REVISION	BY	DATE

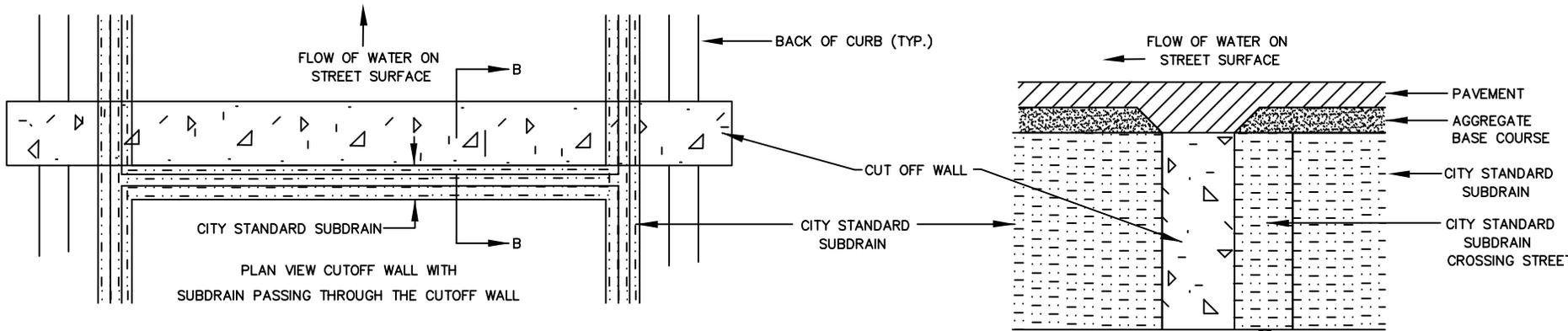
NOT TO SCALE

CITY OF ROCK ISLAND
 ENGINEERING DIVISION

STANDARD NO. 403



SECTION A-A
CUTOFF WALL AT CATCH BASINS



SECTION B-B
CUTOFF WALL WITH SUBDRAIN PASSING THROUGH WALL

NOTES:

1. LENGTH OF CUT OFF WALL IS TO BE A MINIMUM OF ONE FOOT (1') BEHIND BACK OF CURB.
2. STORM SEWER PIPES ARE TO PASS THROUGH THE CUTOFF WALL. CUT OFF WALLS WILL BE FORMED AROUND THE STORM SEWER PIPE.
3. CUT OFF WALLS ARE TO BE PLACED UP AGAINST THE DOWN HILL OR THE LOWER SIDE OF A CATCH BASIN GRATE, DIRECTION OF STORM SEWER FLOW.
4. CUT OFF WALLS ARE TO BE 4'-0" (48") DEEP MINIMUM FOR TOP OF SUBBASE AND 1'-6" WIDE MINIMUM.
5. CUT OFF WALLS SHALL BE MADE OF IDOT PP CLASS PCC ACCORDING TO SECTION 1020.04 OR OTHER IDOT MIX AS REQUIRED BY THE ENGINEER
6. CITY STANDARD SUBDRAIN WILL BE PLACED ON THE UPHILL SIDE OF THE CUT OFF WALL BEING CONNECTED TO THE LONGITUDINAL RUNNING SUBDRAIN OR A CATCH BASIN.

NOT TO SCALE

REVISED		
REVISED	BAN	12/31/2021
REVISION	BY	DATE

S: \PW\ENG\STANDARD\CRI_STD\405.DWG

CUT OFF WALL STANDARD

CITY OF ROCK ISLAND ENGINEERING DIVISION	STANDARD NO. 405
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TYPICAL PAVEMENT CROSS-SECTION

25' B-B

EXISTING ROW VARIES

25' B-B

PROPOSED P.C.C. PAVEMENT
W/INTEGRAL CURB, 7"

6"

POROUS GRANULAR
BACKFILL (CA-7)

PROPOSED CRUSHED STONE
SUB-BASE, 6"

PROPOSED
P.C.C. SIDEWALK, 5"
NOT TO EXCEED 2%
CROSS SLOPE PER
ADA GUIDLINES

PROPOSED
UNDERDRAIN, 4"

PROPOSED GEOTECHNICAL FABRIC
FOR GROUND STABILIZATION

