

# Memorandum Public Works Department



**To:** City Manager  
**Subject:** End of Roadway Markers on 12<sup>th</sup> Avenue  
**Date:** May 10, 2012  
**Number:** 2012-109

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Residents of the 4500 block of 12<sup>th</sup> Avenue have requested the replacement of the end of roadway markers installed at the north end of 12<sup>th</sup> Avenue (petition attached) with something “that would be a better match to the charm and style of the neighborhood”. More specifically, they have suggested the installation of a wrought iron fence with reflectors.

The existing, standard markers were installed a few months ago in response to a citizen complaint about the lack of end of the road marking.

The Illinois Manual on Uniform Traffic Control Devices (Manual) is used by agencies and the court system to define standards for traffic control devices in Illinois from simple signs to complex traffic signal lights. The Manual does not specifically require anything at the end of this street. According to the Manual, the City decides whether a traffic hazard exists based upon “an engineering study or an engineering judgment”. The end of 12<sup>th</sup> Avenue constitutes a traffic hazard because of the curb that extends across the vehicle path. A careless driver or inattentive motorcycle rider could be injured by hitting this curb.

If a traffic hazard exists, the Manual defines the signing options and the applicable pages from the Manual are attached. Section 2C.66 requires Type 4 object markers and there are only three choices for a Type 4 object marker (page 135). The minimum mounting height for the sign is four feet. The Public Works Department uses OM4-3 signs to mark roadway ends. The number of signs installed depends upon the width of the roadway at the end.

## **RECOMMENDATION**

The Public Works Department recommends that the City Council deny the request and continue to follow the guidelines established by the Illinois Manual on Uniform Traffic Control Devices.

**Submitted by:** Robert T. Hawes, P.E., Assistant City Manager/Public Works Director

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March 11, 2012

Dear Esteemed Council Members,

As President of the KeyStone Neighborhood Association, I write this letter in staunch support of Mary J. Devine's request to have the red hazard signs located outside her home removed and replaced with a more aesthetically considerate alternative.

Existing signage posted at the entrance of Mrs. Devine's neighborhood sufficiently alerts incoming traffic of the dead end avenue. The newly placed red hazard signs appear to offer little more than visual disturbance of the charming aesthetic of the historic neighborhood.

As I understand, Mrs. Devine and Ald. Murphy have already begun researching alternative options that will draw attention to the ravine at the end of 12<sup>th</sup> Avenue. Nature has a way of presenting options, too, such as long perennial grasses, and trees. They hold the soil in place, slow the flow of rain, and also act as natural barriers for incoming cars or falling bodies. I believe that a fine compromise can be reached so that the safety interests of the City can be achieved in harmony with Mrs. Devine's concerns.

Safety is a top concern of any municipality, but so is the well-being and happiness of the citizens. I can think of few who are as dedicated to the City of Rock Island as Mrs. Devine and I implore you all to take her requests into strong consideration and produce a harmonious resolution.

Sincerely,

Joshua Paul Schipp  
President, KeyStone Neighborhood Association  
4319 7<sup>th</sup> Ave  
Rock Island, Illinois

## Rock Island City Council Members

Our neighborhood is a little nook in the city of Rock Island, 12<sup>th</sup> avenue off of 45<sup>th</sup> street, tucked away on the border of Moline. Both 12<sup>th</sup> avenue and 45<sup>th</sup> street are dead ends with signs posted. The neighborhood is in the Park View addition, Keystone district. There is only one way in, off of 14<sup>th</sup> avenue turning north onto 45<sup>th</sup> street, which, again as stated, in itself is a dead end. Last fall, the city hired Brandt Construction Company to come in and repair a water runoff pipe. It was major construction, leaving us with little remaining boulevard which was once approximately 10 feet in depth. This past winter, the city placed 3 tall red and green hazard signs on the boulevard. We, the 12<sup>th</sup> avenue neighborhood, are seeking to have the industrial looking hazard signs removed (petition enclosed), replacing it with a low bearing wall or decorative fence, which would be more befitting the uniqueness of our neighborhood and the architectural styles of our homes.

Park View is a Rock Island City identified neighborhood (<http://www.rigov.org/index.aspx?nid=575>), although it does not have historic district standing. In addition, because of Park View's unique collection of buildings, the Rock Island Preservation Committee has developed a walking tour of our neighborhood.

On the corner of 45<sup>th</sup> street and 12<sup>th</sup> avenue we have the historic registered Borg house which is a Rock Island landmark, currently owned by Ann Keefe. In addition, at the end of 12<sup>th</sup> avenue we have the Anderson house which, along with the Borg house, has been named as 1 of 100 homes in City of Rock Island for architectural significance.

Motorists who use 12<sup>th</sup> avenue are the residents that live on the avenue and their guests, and as previously stated, 12<sup>th</sup> avenue is a dead end street feeding off of a dead end street. It is not a cut through street nor is someone likely to go wandering around the neighborhood for an afternoon drive.

As a neighborhood, we understand safety issues and liability issues, although there has been nothing on the boulevard for the past 27 years. At one time, approximately 27 years ago, there was a very charming wall which ran across the boulevard. The wall was never replaced after street construction by the city at that time.

On a personal level, my husband and I bought our home because we loved the neighborhood, the seclusion it provided us, and the uniqueness of the house. For the past 27 years, my husband and I have maintained the boulevard and terrace.

I have attached photographs of the signs in our neighborhood and our home. I can't help but think that you would agree that no one would want these signs as part of their neighborhood landscape.

## Historic Preservation

### To Preserve Distinctive Historical, Architectural and Landscape Characteristics

The City of Rock Island's mission to preserve the built environment and [history](#) of the community began in 1984 with the adoption of the [Rock Island Preservation Ordinance](#) and the creation of the [Rock Island Preservation Commission](#). The purpose of the ordinance and the commission are to preserve distinctive historical, architectural and landscape characteristics of Rock Island, foster civic pride, stabilize and improve property values, foster and encourage rehabilitation of historic buildings, support heritage tourism, and ensure economic benefits are available from historic preservation. The City of Rock Island accomplishes these tasks by providing educational programs and activities; building awareness of important [historic structures](#); seeking private and public funding in support of historic preservation; partnering with neighborhoods, advocates and agencies; and [designating](#) and regulating landmarks and local historic districts. Since the establishment of Rock Island's historic preservation program, countless decisions regarding the preservation of buildings in downtown and in neighborhoods have made Rock Island a community recognized for its character and heritage.

**Preferred Options:**

**Low bearing wall or low bearing fence**

Reflector examples:

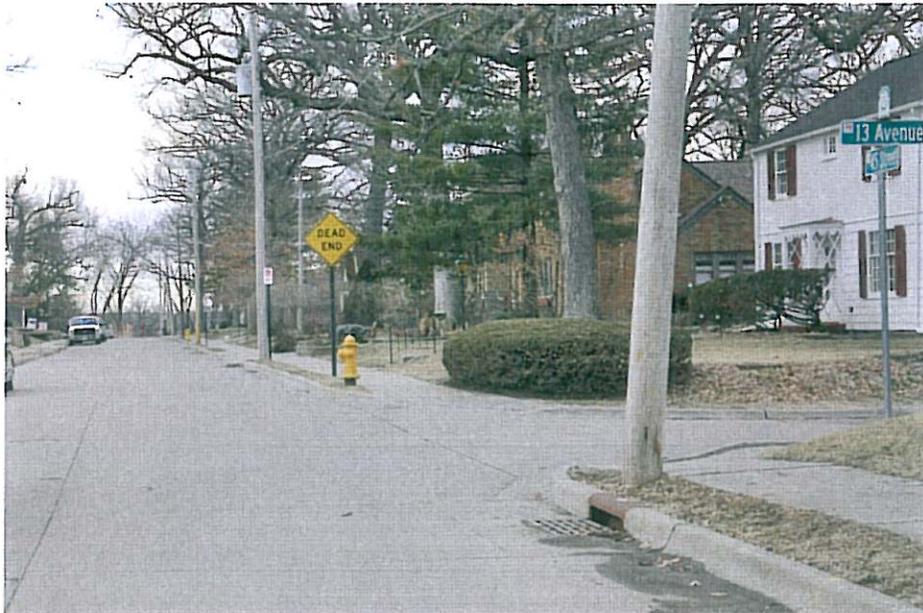
3"

4 3/8" X 1 7/8"



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## Park View

### Park View Addition Walking Tour

This corner of [KeyStone Neighborhood](#) developed sporadically from 1928 through the 1950s. It features a wonderful collection of brick and frame homes in the Tudor, Cape Cod, Spanish Revival and Bungalow styles. This distinct area even features what is believed to be Rock Island's first Ranch style house. Folks of Swedish descent built many of these compact, highly detailed homes.



- **Area:** 12th Avenue (4500 Block) and 1100-1200 blocks 45th Street
- **Pages:** 32
- **Year Printed:** 1998
- **Structures Featured:** 19
- **.PDF Version:** Click on image to left.
- **Availability:** Rock Island Public Library, Rock Island City Hall, Centennial Bridge Visitor Center
- **Cost:** Free

Park View Addition in KeyStone Neighborhood

### Beautiful Tudors Tucked Away

An architecturally distinctive part of the larger KeyStone Neighborhood, Park View was the concept of Bert C. Frahm, a developer from Davenport. Secluded and surrounded in part by deep ravines, Park View developed much later than the surrounding areas and is as distinctive for its diminutive Tudor Revival and contemporary 1920s and 1930s architecture as for the preponderance of brick exteriors.



The original settlers of Park View engaged in a wide range of professions, from laborer to professor. They worked for Augustana College, Deere & Mansur Plowworks, the railroads, International Harvester and insurance agencies.

Many were of Swedish descent. The homes these people built were modest in scale, but lavish in materials and details. Collectively, the Tudor Revival homes in Park View have received special recognition as an entry into Rock Island's 100 Most Significant Unprotected Structures. This neighborhood even includes Rock Island's first Ranch style house, built in 1938.

### Boundaries

Park View is bounded by 44th Street on the west, the Moline border on the east, 14th Avenue on the south and deep ravines at the end of 45th Street and 12th Avenue on the north.

### Historic Register Properties in Park View

- Borg House (Rock Island Landmark)

## 1203 45th Street

### Designation

[Rock Island Landmark](#), 1998

### Significance Statement

Rare Prairie style residence associated with invention of sliding automobile clutch.

### Architectural Style

Prairie

### Construction Date

1930

### Architect / Builder

Borg, Charles; Axel Carlson Company

### Tour Publications

[Park View](#)



### Charles Borg Biography

Charles Borg was born in Sweden in 1861. He came to the United States in 1881 after having served as a ship's carpenter at the age of 16. Charles became known as an accomplished carpenter and furniture maker. In 1893, for the World's Fair in Chicago, Deere & Company commissioned Charles to create the "Columbian Peace Plow," which was a plowshare composed of historic swords. Some 22,000 metal relics went into the alloy from which the blade was cast. The beam and handles contained thousands of historic wood relics, some no bigger than a dime. The Columbian Peace Plow was exhibited at Bunker Hill, in several states, on the battlefield of Runnymede, the Paris Exposition of 1900 and at numerous world peace meetings in Europe. The plow was to have its home at the National Museum in Washington.

### Charles Borg, Inventor

In 1903, Charles began his own factory with Marshall Beck. He had gradually accumulated great knowledge of automatic machinery by replacing simple tools with practical machinery for labor saving in the factories. Charles' first successful patented machine was an automatic shaper for wagon tongues. Charles designed adaptations of his machine for other complicated shaping operations and built up a successful company. In a few years Borg & Beck had patented and were producing devices which were generally rated among the finest woodworking equipment in the country. A sideline to the business became machined parts for automobiles. Eventually, an engineer from the Velie Company called on Borg & Beck with a clutch problem. In 1910, Borg & Beck began manufacturing the sliding clutch, which had been developed by [George Borg](#), Marshall Beck and machinist Gus Nelson. Soon the company was supplying clutches for more than a dozen automobile manufacturers. Charles Borg and Marshall Beck decided to sell their interest in the phenomenally profitable Borg & Beck Company in 1921. Charles' son, George, handled the sales and mergers of the company into what eventually became the Borg-Warner Company, which was worth a stock value of \$90 million in 1928.

### Architecture & Design

The house was built in 1930 in a restrained Prairie School style, but it has strong Classical influences on both the exterior and interior. The horizontal emphasis of the Prairie style is visible in this house through the low-pitched, hip roof, widely overhanging eaves, the first story eave and the elephantine columns. The house is a square subtype of this particular style. Original renderings of this house are signed by Charles Borg and bear strong similarity to what was eventually built. The house contractor was the Axel Carlson Company of Moline.

## Anderson House (Peter Reuben & Alice R. Anderson)

4563 12th Avenue

### Designation

Rock Island's 100 Most Significant  
Unprotected Structures, 2009

### Significance Statement

Spanish Colonial Revival architecture  
is rare in the city and with so many fine  
details in a smaller-scaled home.



### Architectural Style

Spanish Colonial Revival

### Construction Date

1929

### Architect / Builder

Unknown

### Tour Publications

[Park View](#)

### History

This Spanish-influenced house, which was identified as 4558 12th Avenue until 1931, was built in 1929 for Peter Reuben Anderson and his wife, Alice R. It has had many owners over the years, and has even been rented a few times.

Mr. Anderson was a grocer and later a contractor, who built the house next door for his sister, Geneva, as a rental property. He and Alice lived in this stucco home for eight years, then rented it out from 1937 until 1939 before selling it to Oscar E. Thorne and his wife, Ruth N. The Thorne lived here for over two decades.

### Architecture

Spanish Revival homes are common in the American southwest, but unusual in Rock Island. Especially evocative of the Spanish influence are the textured stucco walls, wide wooden brackets beneath the eaves and decorative iron grillwork railing in front of the second story casement doors. The half-porch with its sloping shed roof and plain wood supports suggests a design for a warmer climate.



# Rock Island Preservation Commission

August 27, 2009

Bob Braun,  
Chair

Linda Anderson  
Steve Andich  
Lendol Calder  
David Cordes  
Kent Cornish  
Jane Koski  
Mark McVey  
Tom Sparkman

Associate  
Members

Jeff Dismer  
Daryl Empen  
Deb Kuntzi  
Diane Oestreich

Staff

Alan M. Carmen,  
Planning &  
Redevelopment  
Administrator

Jill Doak,  
Urban Planner II

Donald & Mary Devine  
4563 12th Avenue  
Rock Island, IL 61201

RE: 4563 12th Avenue

Dear Mr. and Mrs. Devine:

Since 1984, the Rock Island Preservation Commission has been protecting Rock Island's important historical and architectural buildings through their designation as Rock Island Landmarks. A 1988 study, called the Significant Structures List, determined the most notable historic architecture in Rock Island, and served as a guide to buildings worthy of landmark nomination. The Rock Island Preservation Commission is in the process of unveiling an updated list of **Rock Island's 100 Most Significant Unprotected Structures**. Your property has been selected to be one of those recognized.

The Most Significant Unprotected Structures, or MoSUS, are representative of the full history of Rock Island, from the 1850s to the 1960s. The grandest and most well known of Rock Island's unprotected buildings are included, along with the best examples of a simpler life and time.

To be on the MoSUS list, a structure had to be located in Rock Island's municipal boundaries, constructed in 1960 or earlier, and not designated as a Rock Island Landmark or located in a local historic district. Additionally, groups of buildings identified as a single unit through geographic, stylistic or historic relationships were considered. The City's Preservation Commission selected the 100 buildings based on: 1) integrity of primary structure or district; 2) rarity of architectural style or type with consideration for building age; 3) special decorative or structural features associated with the building or site; and 4) historic associations with important individuals, but building integrity had to be sufficient enough that the historic individual would recognize the structure. The word "unprotected" was added so as to not diminish the value of the already designated and exceptional Rock Island Landmark and Highland Park Historic District properties. National Register-listed buildings were intentionally left on the "unprotected" list. It is the Rock Island Preservation Ordinance that provides local design review which protects historic architectural features. A National Register listing is largely honorary, providing protection only when state or federal funds or licensing impacts a historic resource.

We hope to publicize the updated MoSUS list in mid-September. We invite you to review the attached sheet that is the "detail" page for your MoSUS property, which will be placed on the City of Rock Island website at [www.rigov.org](http://www.rigov.org). Researching historic properties is often difficult given limited resources. If you know historical or architectural facts about your property that can correct or enhance the information provided, we would love to hear from you. Please contact Jill Doak at [doak.jill@rigov.org](mailto:doak.jill@rigov.org) or 309.732.2900 no later than Friday, September 4, in order to update information.

If you would like to learn how to nominate your MoSUS for landmark designation, or more about the landmarking process and protections, please call Jill.

Sincerely,

Bob Braun, Chairman  
Rock Island Preservation Commission

Rock Solid.  
Rock Island

1528 3<sup>rd</sup> Avenue  
Rock Island, IL 61201  
309.732.2900 phone  
309.732.2930 fax  
[Doak.Jill@rigov.org](mailto:Doak.Jill@rigov.org)  
[www.rigov.org](http://www.rigov.org)

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



ROCK ISLAND  
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of the near edge of the traveled way, should be 4 feet.

06 When used to mark obstructions more than 8 feet from the shoulder or curb, the clearance from the ground to the bottom of the object marker should be at least 4 feet.

07 Object markers should not present a vertical or horizontal clearance obstacle for pedestrians.

Option:

08 When object markers or markings are applied to an obstruction that by its nature requires a lower or higher mounting, the vertical mounting height may vary according to need.

Support:

09 Section 9B.26 contains information regarding the use of object markers on shared-use paths.

### Section 2C.64 Object Markers for Obstructions Within the Roadway

Standard:

01 Obstructions within the roadway shall be marked with a Type 1 or Type 3 object marker. In addition to markers on the face of the obstruction, warning of approach to the obstruction shall be given by appropriate pavement markings (see Section 3B.10).

Option:

02 To provide additional emphasis, a Type 1 or Type 3 object marker may be installed at or near the approach end of a median island.

03 To provide additional emphasis, large surfaces such as bridge piers may be painted with diagonal stripes, 12 inches or greater in width, similar in design to the Type 3 object marker.

Standard:

04 The alternating black and retroreflective yellow stripes (OM3-L, OM3-R) shall be sloped down at an angle of 45 degrees toward the side on which traffic is to pass the obstruction. If traffic can pass to either side of the obstruction, the alternating black and retroreflective yellow stripes (OM3-C) shall form chevrons that point upwards.

Option:

05 Appropriate signs (see Sections 2B.32 and 2C.25) directing traffic to one or both sides of the obstruction may be used instead of the object marker.

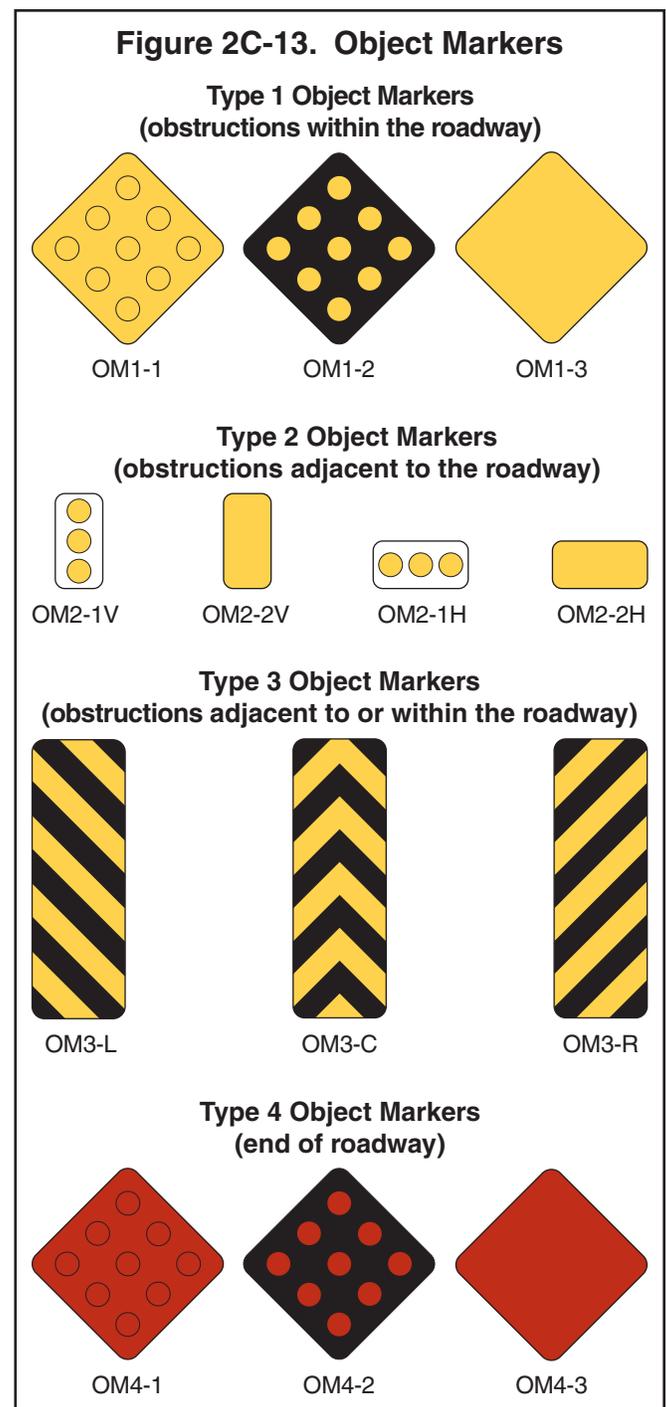
### Section 2C.65 Object Markers for Obstructions Adjacent to the Roadway

Support:

01 Obstructions not actually within the roadway are sometimes so close to the edge of the road that they need a marker. These include underpass piers, bridge abutments, handrails, ends of traffic barriers, utility poles, and culvert headwalls. In other cases there might not be a physical object involved, but other roadside conditions exist, such as narrow shoulders, drop-offs, gores, small islands, and abrupt changes in the roadway alignment, that might make it undesirable for a road user to leave the roadway, and therefore would create a need for a marker.

Standard:

02 If a Type 2 or Type 3 object marker is used to mark an obstruction adjacent to the roadway, the edge of the object marker that is closest to the road user shall be installed in line with the closest edge of the obstruction.



03 Where Type 3 object markers are applied to the approach ends of guardrail and other roadside appurtenances, sheeting without a substrate shall be directly affixed to the approach end of the guardrail in a rectangular shape conforming to the size of the approach end of the guardrail with alternating black and retroreflective yellow stripes sloping downward at a angle of 45 degrees toward the side of the obstruction on which traffic is to pass.

04 Type 1 and Type 4 object markers shall not be used to mark obstructions adjacent to the roadway.

*Guidance:*

05 Standard warning signs in this Chapter should also be used where applicable.

### **Section 2C.66 Object Markers for Ends of Roadways**

Support:

01 The Type 4 object marker is used to warn and alert road users of the end of a roadway in other than construction or maintenance areas.

**Standard:**

02 **If an object marker is used to mark the end of a roadway, a Type 4 object marker shall be used.**

Option:

03 The Type 4 object marker may be used in instances where there are no alternate vehicular paths.

04 Where conditions warrant, more than one marker, or a larger marker with or without a Type 3 Barricade (see Section 2B.67), may be used at the end of the roadway.

**Standard:**

05 **The minimum mounting height, measured vertically from the bottom of a Type 4 object marker to the elevation of the near edge of the traveled way, shall be 4 feet.**

*Guidance:*

06 Appropriate advance warning signs in this Chapter should be used.