

Miscellaneous Roadway Standards/Notes

1. All connecting roadway gradients with an algebraic difference of greater than 1 percent shall be connected with a vertical curve. All standards contained in AASHTO's "A Policy on Geometric Design of Highways and Streets," latest edition, regarding vertical curves shall be followed. A design speed of 40 mph shall be used on collector roads and a design speed of 35 mph shall be used on local streets.
2. Street jogs with centerline offsets of less than 150' are not allowed on local roads. Offsets on collector roads are not allowed, and spacing between two cross streets on collector roads shall be no closer than 500'.
3. Gradients of streets shall be at least 0.6 percent and shall not exceed on:
 - a. Collector commercial/industrial streets, three (3) percent;
 - b. Minor streets, five (5) percent.
4. All Plats of Subdivision shall be submitted to the City on a 24" x 36' mylars for recording purposed. It shall be submitted to the City in electronic format on a CD in a format that is compatible with the City GIS.



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ENGINEERING DETAILS

MISCELLANEOUS ROADWAY NOTES

DATE: 8/31/2018

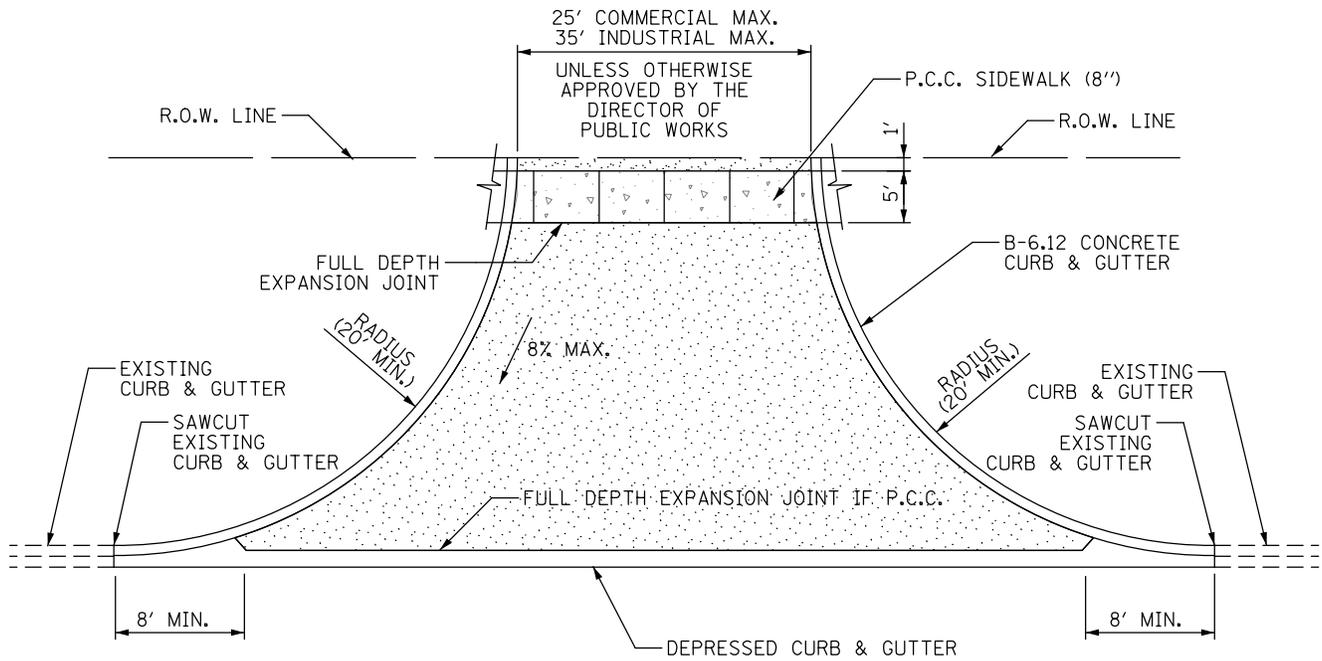
REV 1:

REV 2:

REV 3:

DETAIL NO.

R-0



	BITUMINOUS	CONCRETE
COMMERCIAL	2" BIT. SURFACE COURSE 6" BIT. BASE COURSE 4" AGGREGATE	7" CONCRETE 4" AGGREGATE
INDUSTRIAL	2" BIT. SURFACE COURSE 2" BIT. BINDER COURSE 6" BIT. BASE COURSE 4" AGGREGATE	8" CONCRETE 4" AGGREGATE



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ENGINEERING DETAILS

**INDUSTRIAL / COMMERCIAL
DRIVEWAY DETAIL**

DATE: 8/31/2018

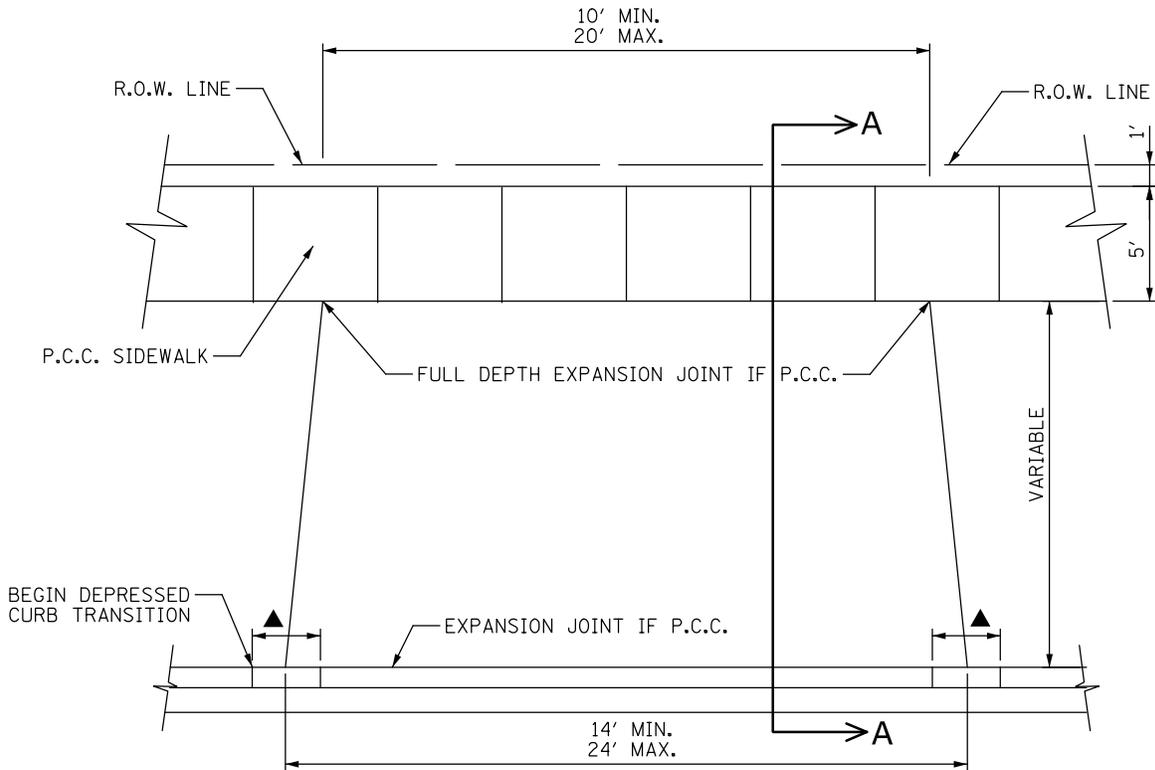
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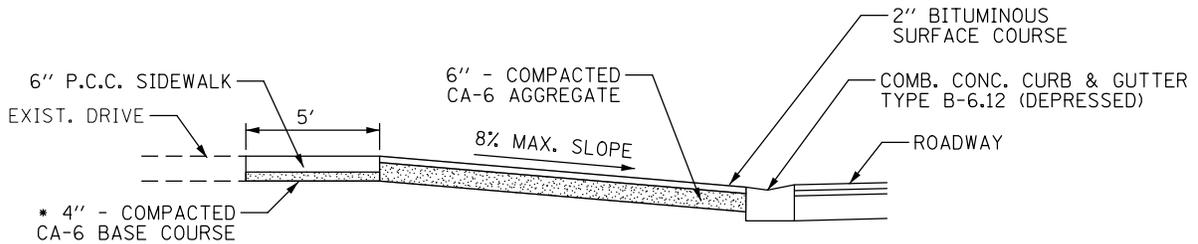
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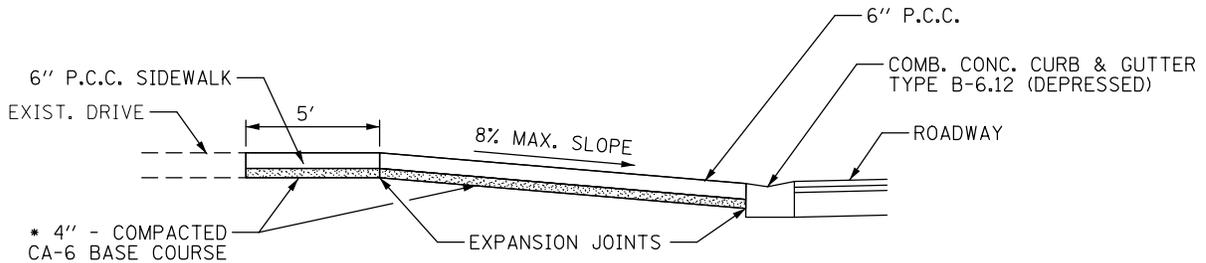
R-1



- ▲ - TRANSITION FROM FULL CURB IN 2 LINEAL FEET
- DRIVEWAY APPROACH SHALL MEET CURB AND GUTTER AT A POINT BETWEEN FULL CURB AND ONE-HALF CURB HEIGHT.
- DRIVEWAY FLARE SHALL BE SYMMETRIC ABOUT THE DRIVEWAY CENTERLINE UNLESS OTHERWISE APPROVED BY THE DIRECTOR OF PUBLIC WORKS.



**SECTION A - A
BITUMINOUS DRIVEWAY**



**SECTION A - A
P.C.C. DRIVEWAY**



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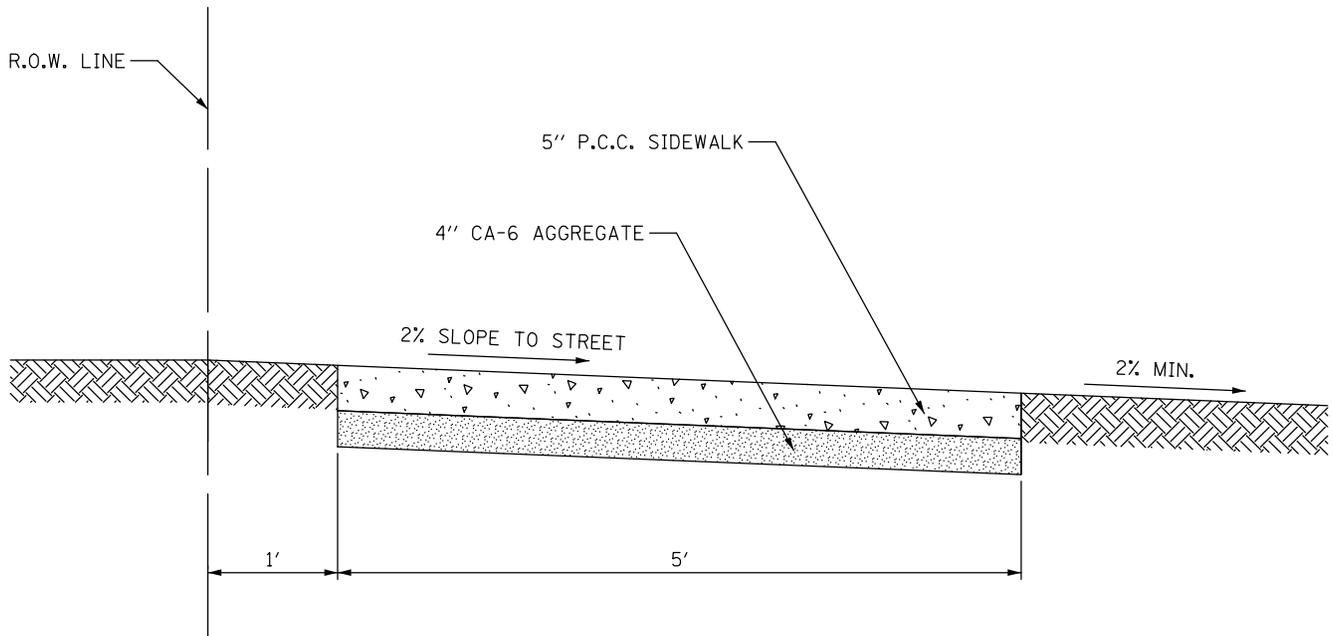
ENGINEERING DETAILS

**SINGLE FAMILY
RESIDENTIAL DRIVEWAY
APPROACH DETAIL**

DATE:	8/31/2018
REV 1:	
REV 2:	
REV 3:	

DETAIL NO.

R-2



NOTES:

SIDEWALK THROUGH DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF ROLLING MEADOWS DETAIL R-1 OR R-2 AS APPROPRIATE. ALL SIDEWALKS SHALL HAVE CONTRACTION JOINTS AT 5' INTERVALS AND EXPANSION JOINTS AT 25' INTERVALS.



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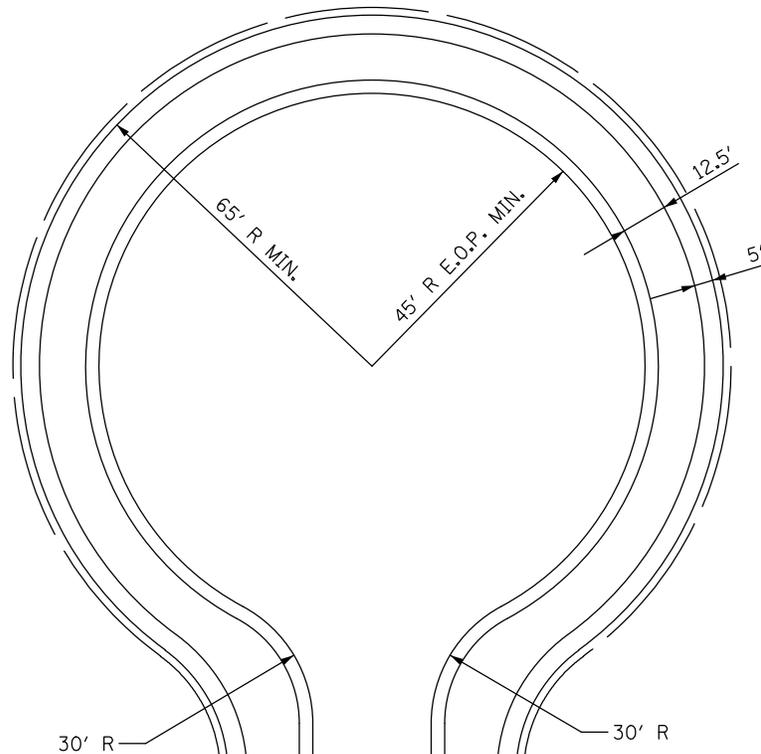
ENGINEERING DETAILS

SIDEWALK DETAIL

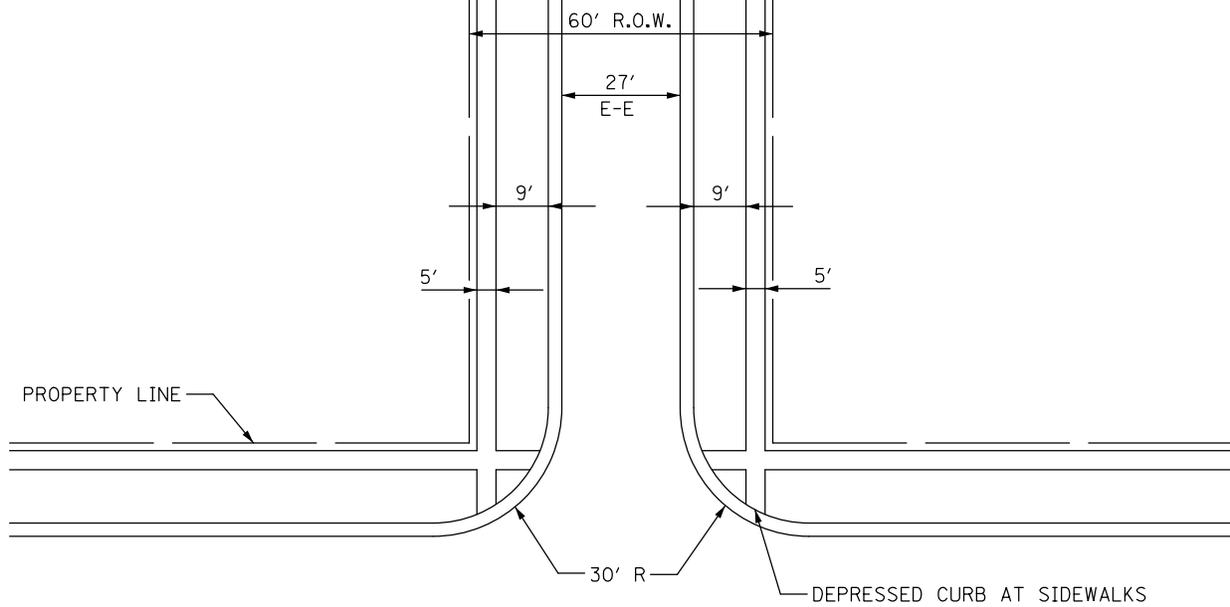
DATE:	8/31/2018
REV 1:	
REV 2:	
REV 3:	

DETAIL NO.

R-3



NOTES:
 MAXIMUM LENGTH OF
 CUL-DE-SAC IS 600 FT.



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ENGINEERING DETAILS

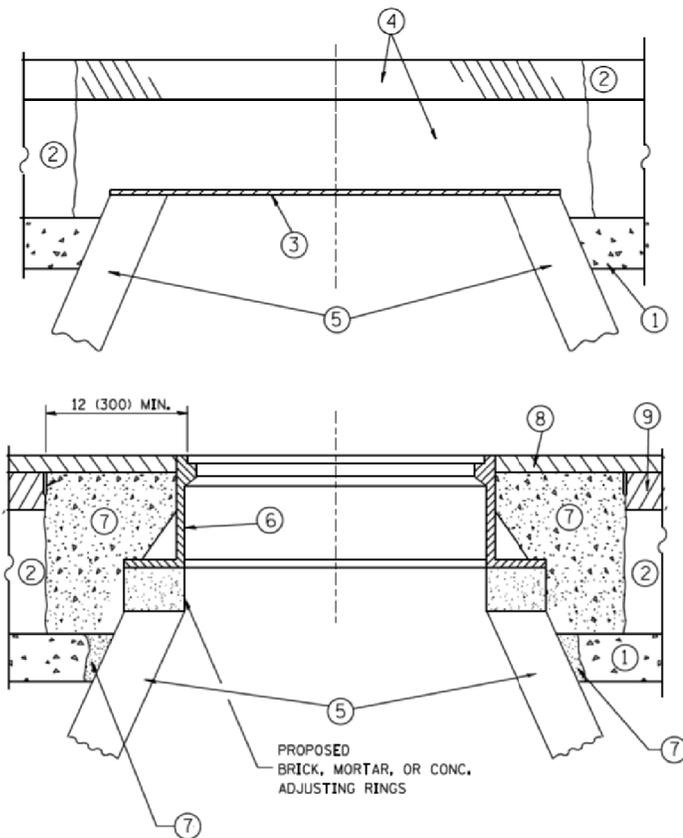
**RESIDENTIAL
 CUL-DE-SAC DESIGN
 AND CONSTRUCTION DETAIL**

DATE:	8/31/2018
REV 1:	
REV 2:	
REV 3:	

DETAIL NO.

R-4

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WHEN MILLING



- STAGE 1 (BEFORE PAVEMENT MILLING)
- A) REMOVE A MINIMUM OF 12" OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE
 - C) COVER THE STRUCTURE OPENING WITH A 36" DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2" THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

- STAGE 2 (AFTER PAVEMENT MILLING)
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND:

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-1 CONCRETE |
| ③ 36" DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER .

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.



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ENGINEERING DETAILS

FRAME ADJUSTMENT WHEN MILLING

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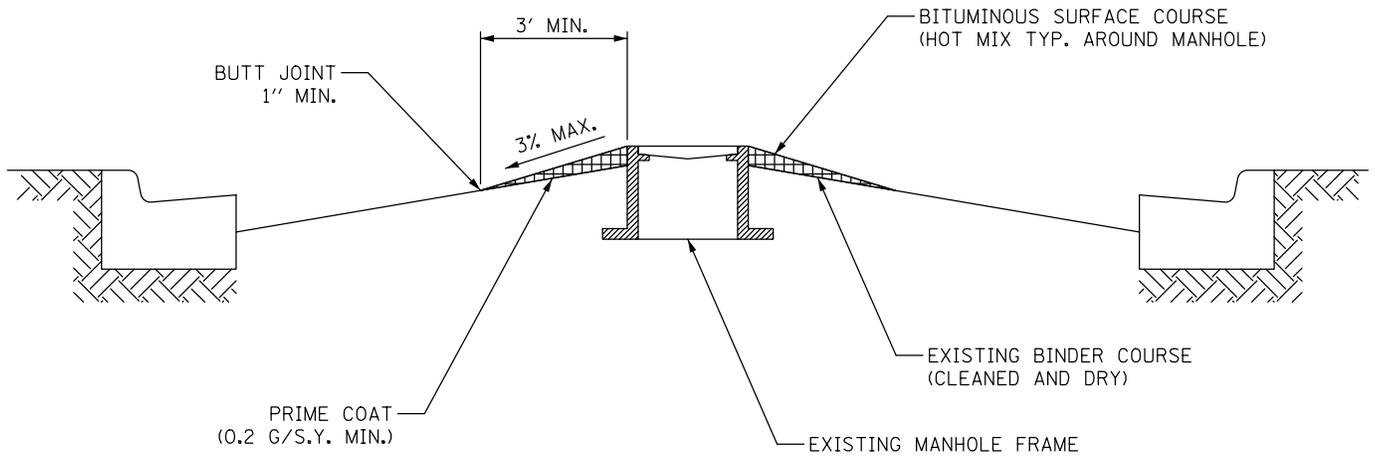
REV 1:

REV 2:

REV 3:

DETAIL NO.

R-5



NOTES:

1. TO BE USED WHEN PLATING PROCEDURE OF R-5 NOT POSSIBLE.
2. RAMP TO BE MAINTAINED THROUGHOUT THE WINTER BY DEVELOPER.
3. RAMP MATERIAL TO BE REMOVED BY MILLING OR OTHERWISE REMOVED BEFORE PLACEMENT OF FINAL SURFACE COURSE.



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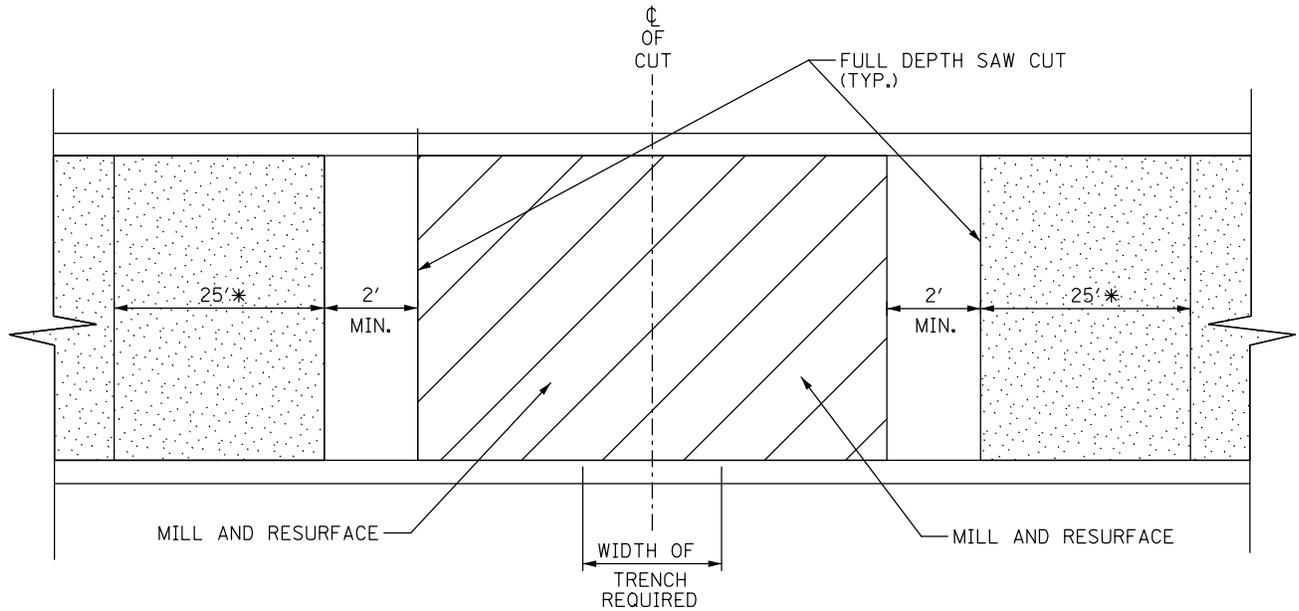
ENGINEERING DETAILS

**MANHOLE RAMPING
 DETAIL**

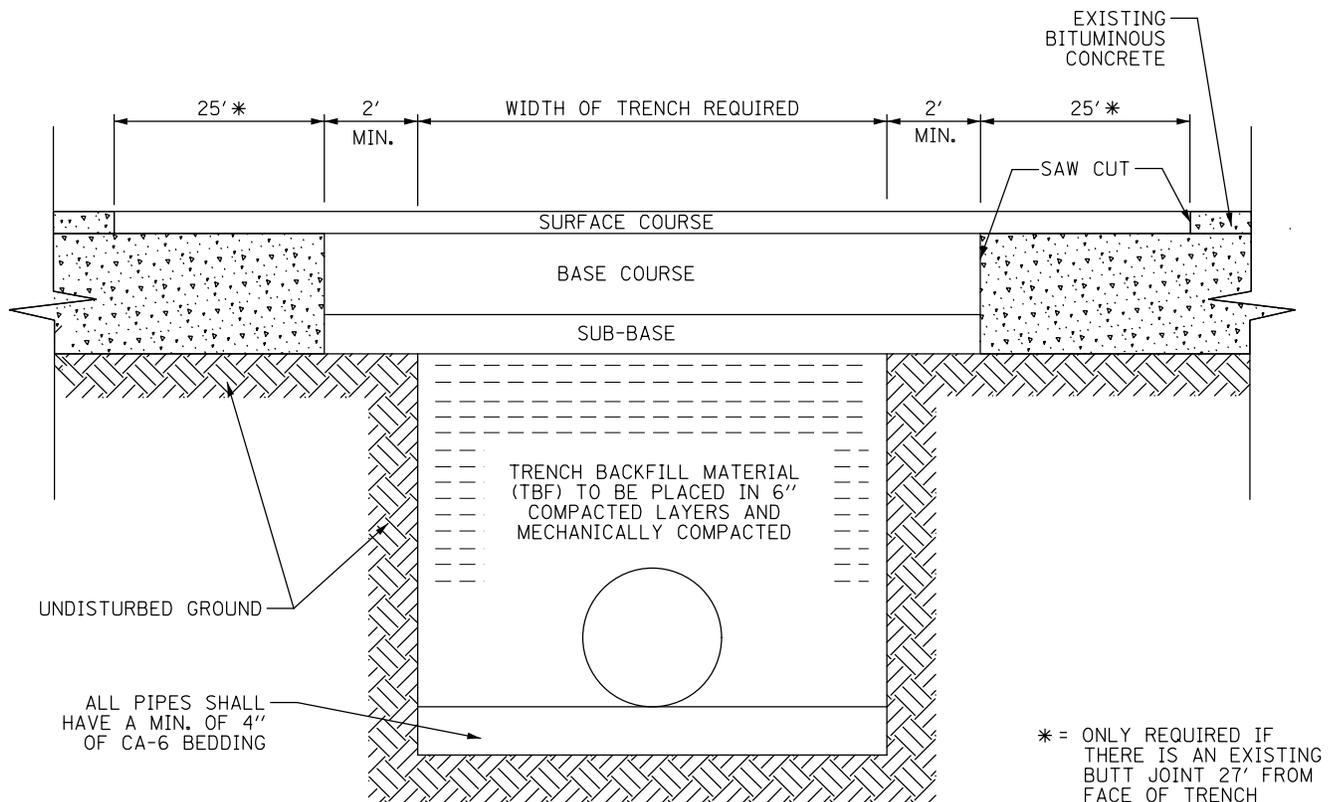
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REV 1:	
REV 2:	
REV 3:	

DETAIL NO.

R-6



PLAN VIEW



CROSS SECTION VIEW



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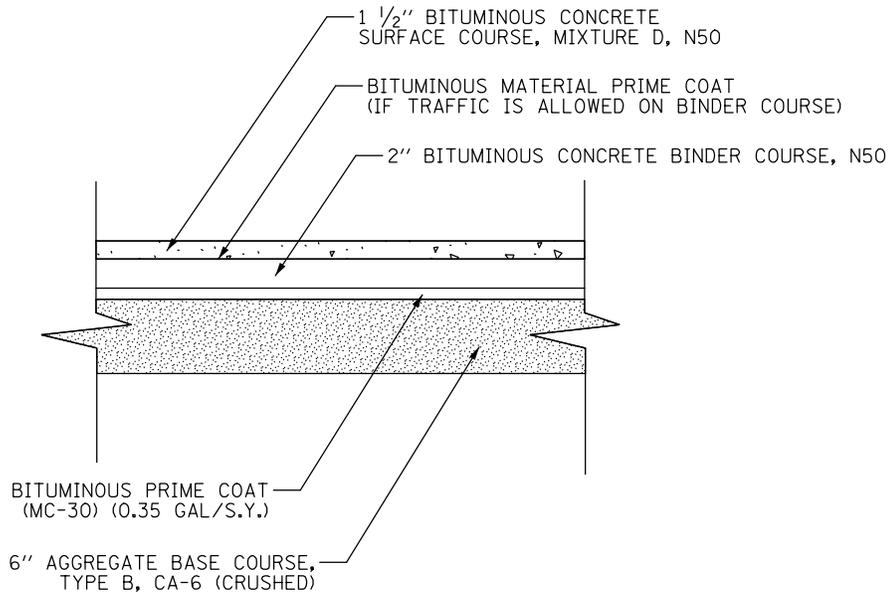
ENGINEERING DETAILS

PAVEMENT REMOVAL AND REPLACEMENT

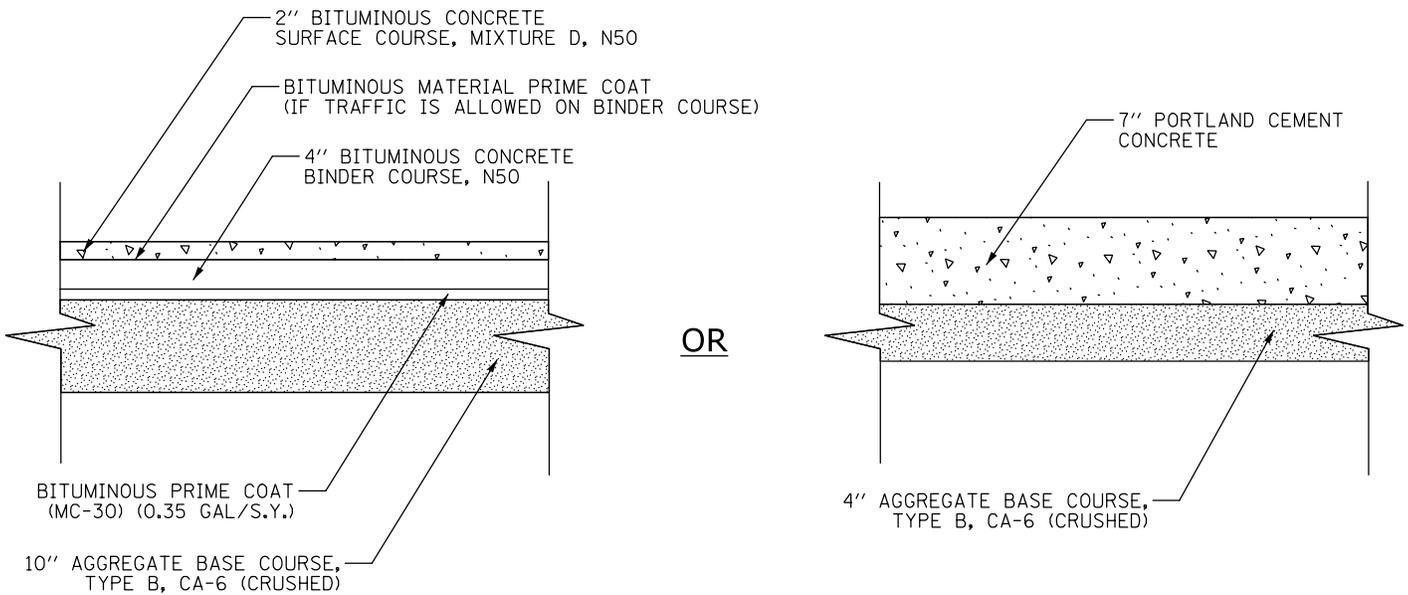
DATE:	8/31/2018
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REV 2:	
REV 3:	

DETAIL NO.

R-7



**MINIMUM
TYPICAL PARKING LOT
PAVEMENT SECTION**



**MINIMUM
HEAVY DUTY- PARKING LOT
PAVEMENT SECTION**



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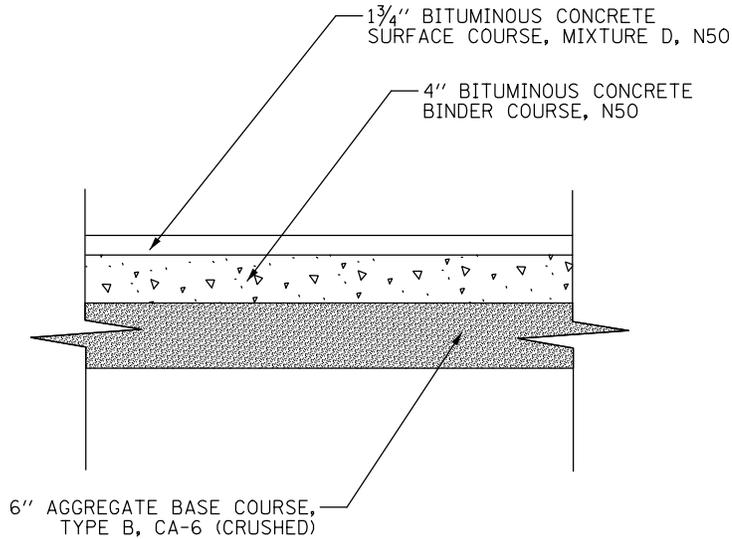
ENGINEERING DETAILS

**PARKING LOT
PAVEMENT SECTIONS**

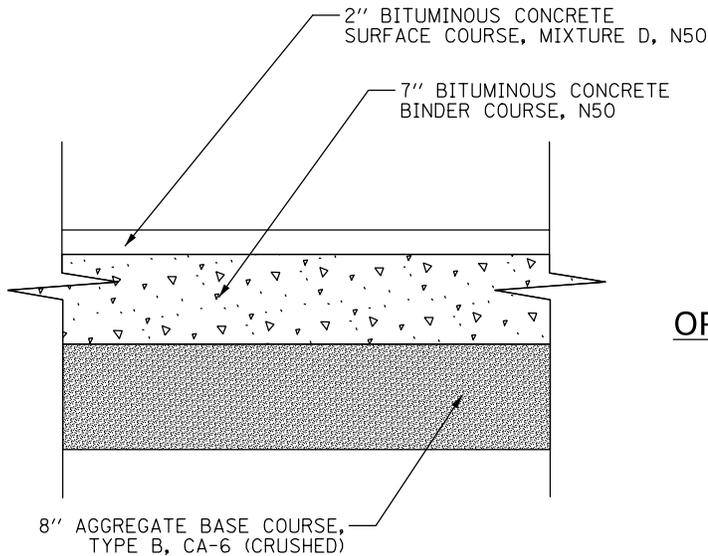
DATE: 8/31/2018
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DETAIL NO.

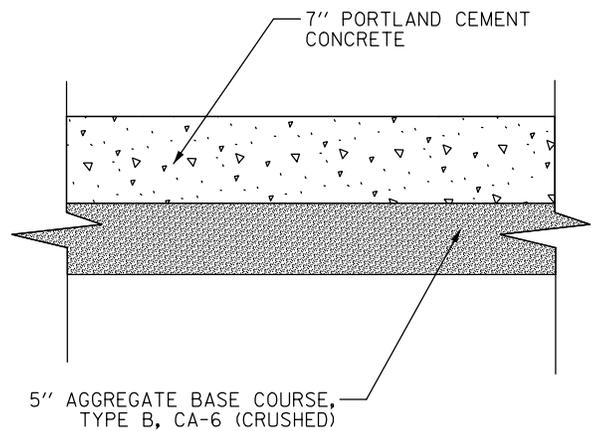
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LOCAL STREETS



OR



COLLECTOR / MULTI-FAMILY STREETS



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ENGINEERING DETAILS

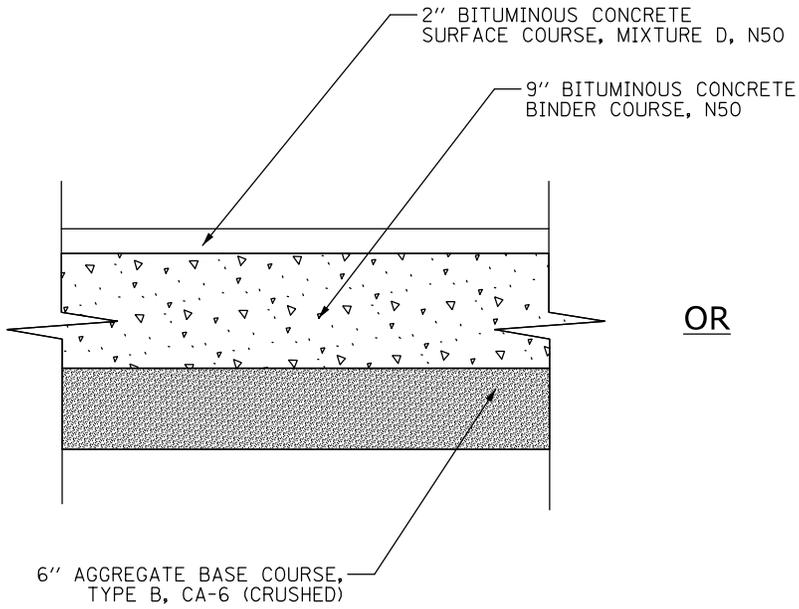
**LOCAL / COLLECTOR / INDUSTRIAL / MAJOR
STREETS PAVEMENT SECTION**

DATE: 8/31/2018
REV 1s
REV 2s
REV 3s

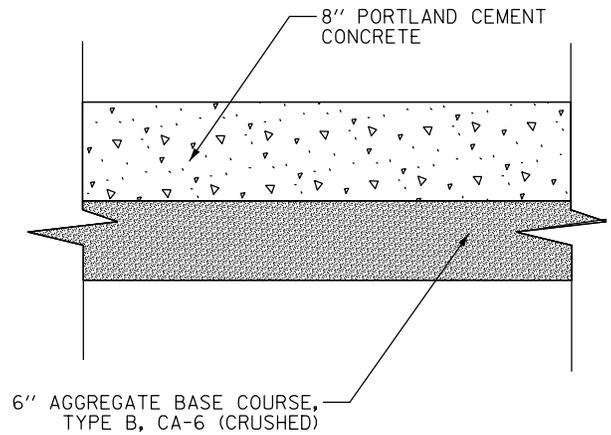
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R-9

1 OF 2



OR



MAJOR / INDUSTRIAL

NOTES:

1. BITUMINOUS MATERIALS PRIME COAT MUST BE USED.
2. PRIVATE STREETS SHALL CONFORM TO LOCAL PAVEMENT SECTION.



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ENGINEERING DETAILS

**LOCAL / COLLECTOR / INDUSTRIAL / MAJOR
STREETS PAVEMENT SECTION**

DATE:	8/31/2018
REV 1:	
REV 2:	
REV 3:	

DETAIL NO.

R-9

	REQUIRED ROW WIDTHS	REQUIRED ROADWAY WIDTHS (EDGE TO EDGE)	MINIMUM CENTERLINE RADII
MAJOR	100'	60'	900'
COLLECTOR	66'	36'	450'
LOCAL	60'	27'	300'
INDUSTRIAL	80'	34'	350'



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ENGINEERING DETAILS

ROW / ROADWAY WIDTHS AND CENTERLINE RADII

DATE: 8/31/2018
 REV 1:
 REV 2:
 REV 3:

DETAIL NO.

R-10

SIGN PANEL

- ALL TRAFFIC CONTROL SIGNAS SHALL BE PRIZMATIC 3M REFLECTIVE MATERIAL W/1150 CLEAR OVERLAY
- ALL SIGNS SHALL BE 0.08 GAL ALUMINUM 1.5 RC
- INSTALLATION OF SIGNS SHALL BE IN ACCORDANCE WITH LATEST VERSION OF ILLINOIS MUTCD
- ALL STOP SIGN SHALL BE 30'' x 30''

METAL POST

- POSTS SHALL BE FRANKLIN INDUSTRIES EZE-ERECT, D-CHANNEL GALVANIZED WITH WALKWAY BASE
- POSTS SHALL BE 3 LBS/FT FOR ALL TRAFFIC CONTROL SIGNS (STOP, YIELD, SPEED LIMIT, LANE USE, STRET NAMES, ETC.)
- POST SHALL BE 2 LBS/FT INFORMATIONAL SIGNS



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ENGINEERING DETAILS

STREET SIGN AND POST STANDARDS

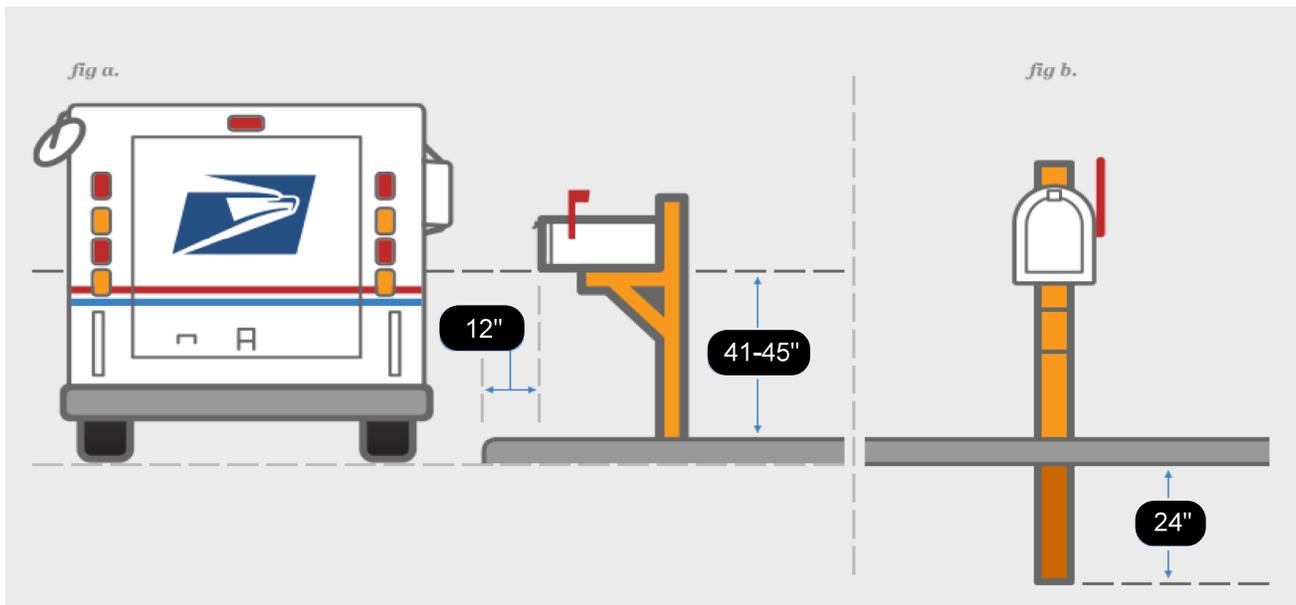
DATE:	8/31/2018
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DETAIL NO.

R-11

GUIDELINES FOR THE INSTALLATION OF CURBSIDE MAILBOXES

1. THE HEIGHT OF THE MAILBOX MUST BE BETWEEN FORTY-ONE INCHES AND FORTY-FIVE INCHES (41"-45"). FROM THE TOP OF THE STREET TO THE BOTTOM OF THE MAILBOX.
2. HOUSE NUMBERS OF NOT LESS THAN ONE INCH (1") HIGH ARE REQUIRED ON ALL MAILBOXES, NAMES ARE OPTIONAL.
3. THE FACE OF THE MAILBOX SHOULD BE TWELVE INCHES (12") FROM THE BACK OF THE CURB, OR EDGE OF THE PAVEMENT IF NO CURB IS PRESENT.
4. SUPPORT POST SHOULD BE INSTALLED TWENTY-FOUR INCHES (24") BELOW GRADE.
5. ALL POSTS USED TO SUPPORT MAILBOXES MUST BE NEAT AND OF ADEQUATE STRENGTH.
6. MAILBOX SUPPORT STRUCTURES SHOULD BE PAINTED WITH A PRESERVATIVE TO PREVENT RUST OR DECAY.
7. THE CITY OF ROLLING MEADOWS PROHIBITS THE USE OF BRICKS AND/OR OTHER MASONRY STRUCTURES TO BE USED AS MAILBOX SUPPORTS.



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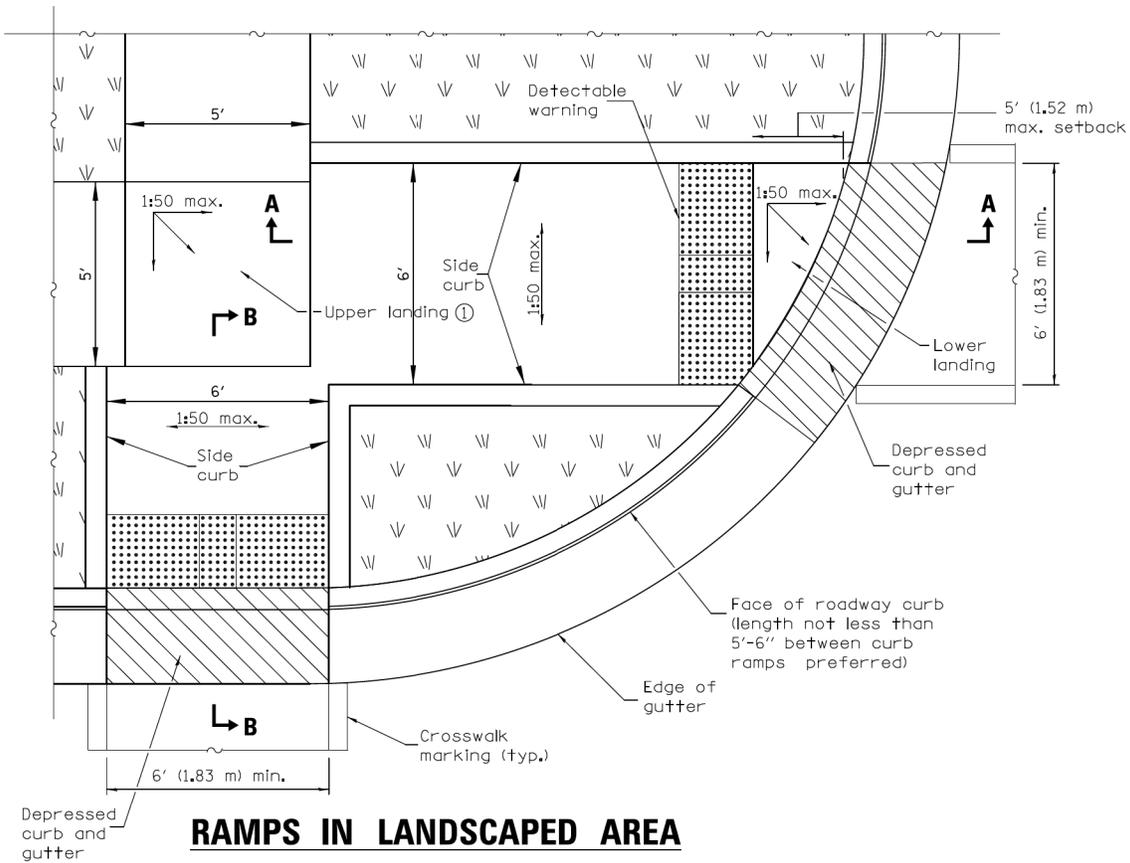
ENGINEERING DETAILS

STANDARD MAILBOX GUIDELINES

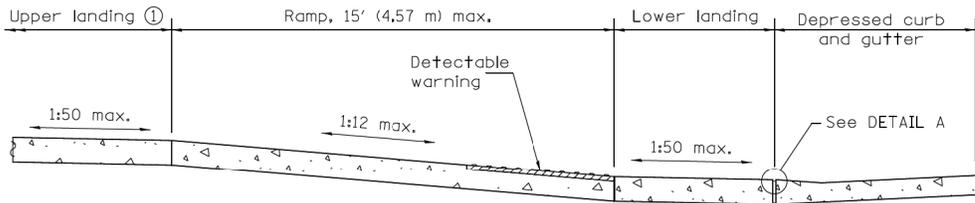
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R-12

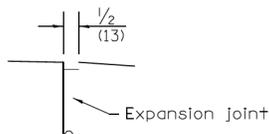


RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

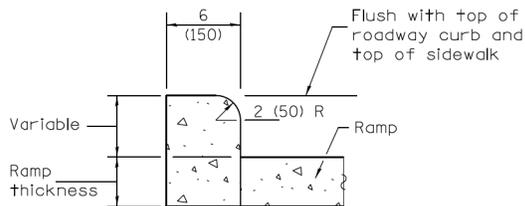


SECTION A-A

① Upper landing not required for ramp slopes flatter than 1:20.



DETAIL A



SIDE CURB DETAIL
 (IF REQUIRED DUE TO GRADE)



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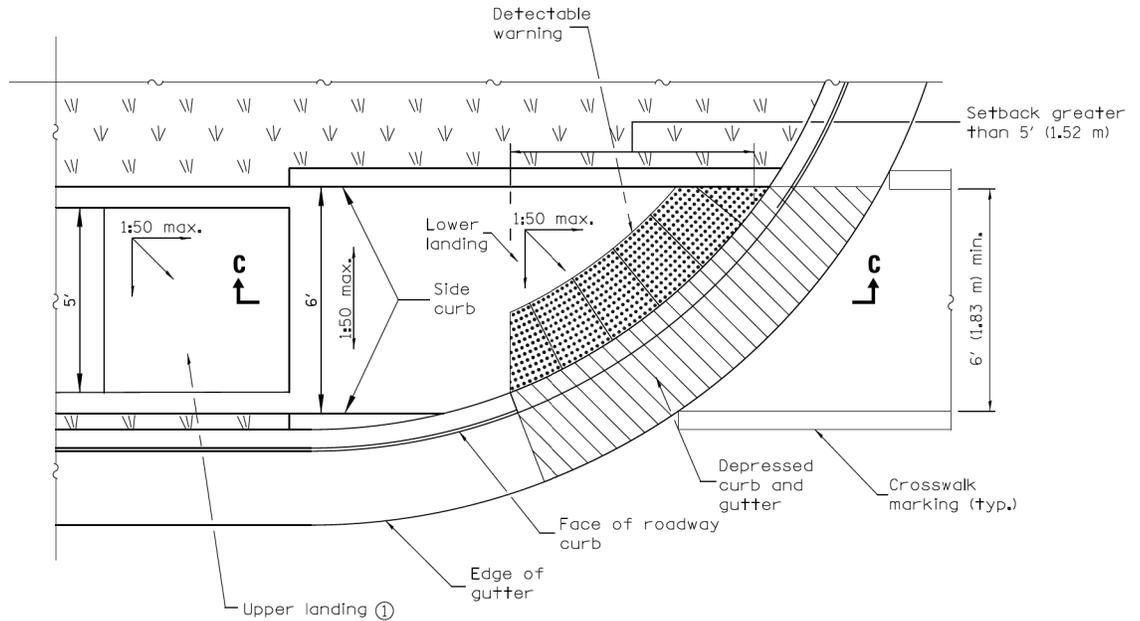
ENGINEERING DETAILS

ADA RAMP DETAIL

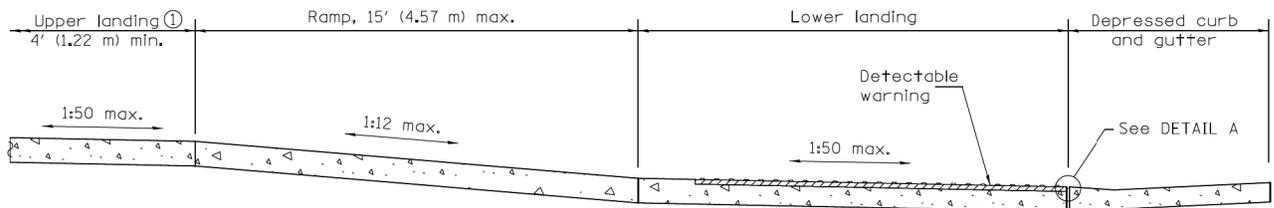
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**RAMP IN LANDSCAPED AREA
SETBACK > 5'**



SECTION C-C

① Upper landing not required for ramp slopes flatter than 1:20.

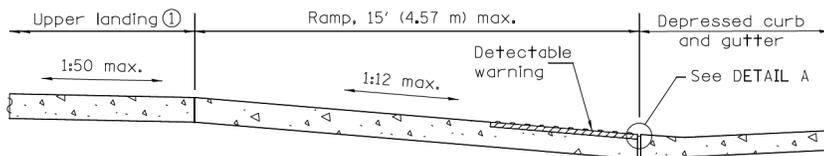
GENERAL NOTES

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.

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

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



SECTION B-B

① Upper landing not required for ramp slopes flatter than 1:20.



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ENGINEERING DETAILS

ADA RAMP DETAIL

DATE:	8/31/2018
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REV 2:	
REV 3:	

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