VILLAGE OF MOUNT PROSPECT
2024 VILLAGE DRAINAGE IMPROVEMENTS PROJECT

PROSPECT MEADOWS SUBDIVISION DRAINAGE IMPROVEMENTS - PHASE III

GLENDALE LN DRAINAGE IMPROVEMENTS

ELM ST & LONNQUIST BLVD DRAINAGE IMPROVEMENTS

LANCASTER AV STORM SEWER IMPROVEMENTS

INDEX OF SHEETS

IDOT STANDARDS INCLUDED IN PLANS:

280001–07
602011–02
602301–04
606001–07

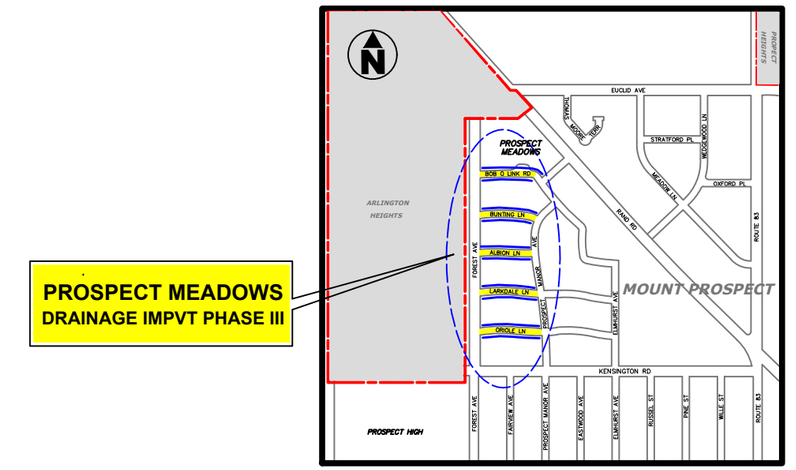
LEGEND

DESCRIPTION	EXISTING	PROPOSED
BUSHES		N/A
CULVERT PIPE		
DITCH CENTERLINE		N/A
DRIVEWAY, ASPHALT	A	N/A
DRIVEWAY, CONCRETE / BRICK	C B	N/A
ELEVATIONS	x XXX.XX	XXX.XX
FIRE HYDRANT	FH	N/A
F.E.S.		N/A
PROPERTY LINE		N/A
ROAD, CURB, DRIVEWAY		N/A
SANITARY SEWER		N/A
STORM INLET		N/A
STORM MANHOLE		N/A
STORM SEWER		N/A
TREE	XX (TREE DIA.)	N/A
WATER MAIN	W W	N/A
WATER VALVE	W	N/A

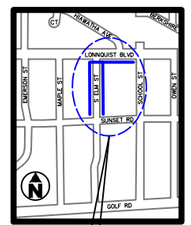
FOR JOINT UTILITY INFORMATION

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
CALL
1-800-892-0123
48 HOURS BEFORE
YOU DIG

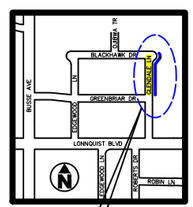
LOCATION MAP



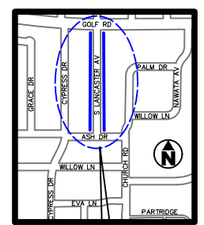
PROSPECT MEADOWS
DRAINAGE IMPVT PHASE III



ELM ST
DRAINAGE IMPVT



GLENDALE LN
DRAINAGE IMPVT



LANCASTER AV
STM SEWER IMPVT

H:\Engineering\Utilities\Storm Sewer, Creeks & Ditches\Prospect Meadows Drainage\Prospect Meadows Drainage Improvements Phase III.dwg

GENERAL NOTES:

ALL TRAFFIC CONTROL AND RESTORATION WORK WITHIN EXISTING ROADWAY RIGHT OF WAYS SHALL COMPLY WITH THE STATE OF ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2016 AND RELATED I.D.O.T. STANDARD DETAILS.

THE "MANUAL OF UNIFORM TRAFFIC CONTROLLING DEVICES FOR STREETS AND HIGHWAY" LATEST EDITION SHALL GOVERN TRAFFIC CONTROL FOR THIS PROJECT. TRAFFIC CONTROL IS INCIDENTAL TO THE COST OF THE PROJECT.

ALL ELEVATIONS ARE U.S.G.S. DATUM.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

NEITHER THE ENGINEER, NOR THE OWNER, SHALL ASSUME ANY OF THE RESPONSIBILITIES OF THE CONTRACTOR'S SUPERINTENDENT OR OF SUBCONTRACTORS. ADDITIONALLY, NEITHER THE ENGINEER, NOR THE OWNER, SHALL ADVISE ON, OR ISSUE DIRECTIONS CONCERNING ASPECTS OF CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR SAFETY PRECAUTIONS AND/OR PROGRAMS IN CONNECTION WITH THE WORK.

THE CONTRACTOR SHALL KEEP THE AREA OF CONSTRUCTION FREE OF DEBRIS AND OBJECTIONABLE MATERIAL DURING CONSTRUCTION.

THE LOCATIONS OF PUBLIC AND PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND ELEVATIONS OF ALL UTILITIES. THE CONTRACTOR SHALL REPORT ANY ENCOUNTERED DISCREPANCIES TO THE ENGINEER AT ONCE. THE CONTRACTOR SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY UTILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL MAINTAIN ALL EXISTING DRAINAGE FACILITIES DURING CONSTRUCTION AND SHALL REPAIR ANY DRAINAGE FACILITIES DAMAGED DURING CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND WILL NOT BE PAID FOR SEPARATELY.

AS THIS PROJECT IS BEING COORDINATED WITH OTHER VILLAGE PROJECTS, THE CONTRACTOR SHALL CONSTRUCT THE LANCASTER STORM SEWER FIRST AND THEN THE IMPROVEMENTS ON BOB-O-LINK.

SEDIMENTATION AND EROSION CONTROL NOTES:

A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF THE YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.

B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE.

C. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DISTURBED AREAS WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE. PERMANENT STABILIZATION SHALL BE DONE WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING OF THE SOIL.

D. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED, OR OTHERWISE TREATED TO REMOVE SEDIMENT.

E. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.

F. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTION AND REPAIR DURING CONSTRUCTION. THE OWNER WILL BE RESPONSIBLE IF EROSION CONTROL IS REQUIRED AFTER THE CONTRACTOR HAS COMPLETED THE PROJECT.

G. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

H. ANY SOIL, MUD OR DEBRIS THAT IS WASHED, TRACKED OR DEPOSITED ONTO THE STREET SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY.

J. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN UNDISTURBED FOR MORE THAN 14 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.

K. IF A STOCKPILE IS TO REMAIN IN PLACE, THEN SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR SUCH STOCKPILE.

L. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.

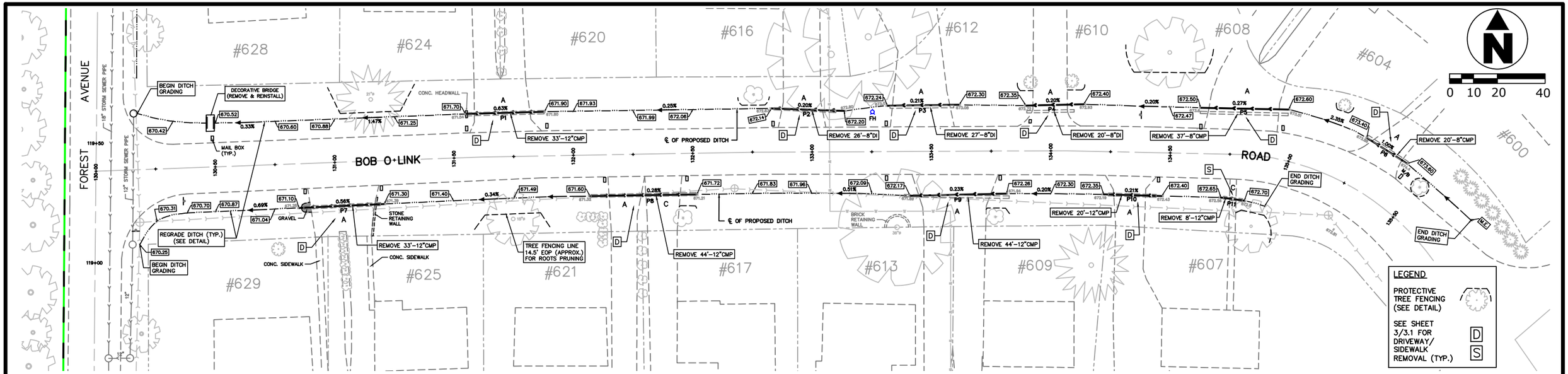
Street	Address	Driveway Material												Curb (Ft)	Sidewalk (Sq Ft)								
		Concrete (Sq Yd)			Asphalt (Sq Yd)			Aggregate (Sq Yd)			Brick (Sq Yd)				Concrete			Brick			Stone		
		Length	Width	Area	Length	Width	Area	Length	Width	Area	Length	Width	Area		L	W	Area	L	W	Area	L	W	Area
Oriole	600			0.0	11	8	12.2			0			0				0			0			0
	604	11	11.5	16.5			0.0			0			0				0			0			0
	608			0.0	11	16.5	22.6			0			0				0			0			0
	612	11	12.5	17.7			0.0			0			0				0			0			0
	616	11	14	19.6			0.0			0			0				0			0			0
	620			0.0	11	15	20.8			0			0				0			0			0
	624	11	12	17.1			0.0			0			0				0			0			0
	628	**No**	**Drive**				0.0			0			0		10	3	30			0			0
	601	**No**	**Drive**				0.0			0			0		10	6	60			0			0
	605	11	19.5	26.3			0.0			0			0				0			0			0
	609			0.0	11	15.5	21.4			0			0				0			0			0
	613			0.0	11	12	17.1			0			0				0			0			0
	617	11	15	20.8			0.0			0			0				0			0			0
	621			0.0	11	13.7	19.2			0			0				0			0			0
	625	11	13.5	18.9			0.0			0			0				0			0			0
				136.9			**113.3**			**0**			**0**	**0**			**90**			**0**			**0**
Larkdale	600	**No**	**Drive**				0.0			0			0				0			0	10	3	30
	608			0.0	11	21	28.1			0.00			0.00				0	10	3	30			0
	612			0.0	11	12.5	17.7			0.00			0.00				0			0			0
	616			0.0	11	21.5	28.7			0.00			0.00				0			0			0
	620			0.0	11	12	17.1			0.00			0.00				0			0			0
	624			0.0	11	11.5	16.5			0.00			0.00				0			0			0
	628	**No**	**Drive**				0.0			0.00			0.00				0	10	4	40			0
	601	**No**	**Drive**				0.0			0.00			0.00				0	10	4	40			0
	605			0.0	11	13	18.3			0.00			0.00				0			0			0
	609			0.0	11	15	20.8			0.00			0.00				0			0			0
	613/617			0.0	11	30	39.1			0.00			0.00	22			0			0			0
	621			0.0	11	14	19.6			0.00			0.00	22			0			0			0
	625			0.0			0.0			0.00	11	18.7	25.30				0			0			0
	629	11	11.5	16.5			0.0			0.00			0.00				0			0			0
				16.5			**205.9**			**0**			**25.3**	**44**			**0**			**110**			**30**
Albion	600/606			0.0	11	31.5	40.9			0.00			0.00	11			0			0			0
	612			0.0	11	14.5	20.2			0.00			0.00	22			0			0			0
	616			0.0	11	12.5	17.7			0.00			0.00	22			0			0			0
	620			0.0	11	12	17.1			0.00			0.00				0			0			0
	624			0.0	11	10.5	15.3			0.00			0.00				0			0			0
	628	**No**	**Drive**				0.0			0.00			0.00	10			0	5	2.5	12.5			0
	601	**No**	**Drive**																				
	609	11	12	17.1			0.0			0.00			0.00				0			0			0
	613			0.0	11	10.5	15.3			0.00			0.00				0			0			0
	617			0.0			0.0			0.00	11	10.5	15.28				0			0			0
	621			0.0	11	10	14.7			0.00			0.00				0			0			0
	625			0.0	11	20	26.9			0.00			0.00	22			0			0			0
	629			0.0	11	12	17.1			0			0				0			0			0
				17.1			**185.2**			**0.00**			**15.28**	**87**			**0**			**12.5**			**0**
Bunting	600			0.0	11	17	23.2			0			0				0			0			0
	604			0.0	11	19.5	26.3			0			0				0			0			0
	608	11	19	25.7			0.0			0			0				0			0			0
	612			0.0	11	14	19.6			0			0				0			0			0
	616			0.0						0			0				0			0			0
	620			0.0						0			0				0			0			0
	624			0.0	11	27	35.4			0			0				0			0			0
	628			0.0	11	16.5	22.6			0			0	22			0			0			0
	601	**No**	**Drive**				0.0			0			0		10	3	30	No Culvert					0
	605	11	25	33.0			0.0			0			0				0			0			0
	613	11	13	18.3			0.0			0			0				0			0			0
	617	11	15	20.8			0.0			0			0				0			0			0
	621	11	12.5	17.7			0.0			0			0				0			0			0
	625			0.0	11	24	31.8			0			0				0			0			0
	629			0.0	11	20	26.9			0			0				0			0			0
				115.5			**216.3**			**0**			**0**	**22**			**30**			**0**			**0**
Bob-O-Link	600	14	15.5	27.2			0.0			0			0				0			0			0
	604/608			0.0	11	29	37.9			0			0				0			0			0
	610			0.0	11	18	24.4			0			0				0			0			0
	612			0.0	11	20	26.9			0			0				0			0			0
	616			0.0	11	20	26.9			0			0				0			0			0
	620/624	11	26	34.2			0.0			0			0				0			0			0
	628	**No**	**Drive**				0.0			0			0				0			0			0
	607			0.0	11	15	20.8			0			0		10	3	30			0			0
	609			0.0	11	13	18.3			0			0				0			0			0
	613			0.0	11	13	18.3			0			0				0			0			0
	617	11	13	18.3			0.0			0			0				0			0			0
	621			0.0	11	8	12.2			0			0				0			0			0
	625			0.0			0.0	11	12	14.7			0		10	3	30			0			0
	629			0.0	11	13	18.3			0.0			0				0			0			0
				79.8			**185.8**			**14.7**			**0**	**0**			**60**			**0**			**0**
Glendale	615			0.0	16	26	49.8			0			0				0			0			0
							49.8																
Project Totals				**365.8**			**956.3**			**14.7**			**40.6**	**153.0**			**180.0**			**122.5**			**30.0**

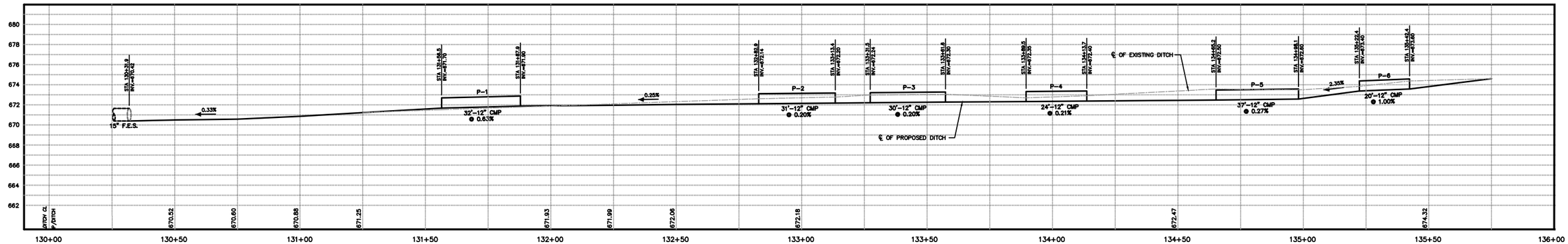
DRIVEWAY DESIGN

Street	Address	Driveway Culverts		
		Material	Diameter	Length
Oriole	600	CMP	12"	10
	604/608	CMP	12"	39
	612	CMP	10"	16
	616	Unknown	Unknown	215
	620			
	624			
	628			
	601	CMP	12"	6
	605	CMP	12"	28
	609	PVC	8"	63
	613	PVC	8"	17.5
	617	CMP	10"	16.5
	621/625	PVC	8"	32.5
Street Total				443.5
Larkdale	600	No Culvert		
	608	PVC	8"	25
	612	PVC	8"	16.5
	616	PVC	8"	27.5
	620	PVC	8"	16
	624	PVC	8"	15.5
	628	CMP	10"	10
	605	No Culvert Visible		37
	609			
	617/613	CMP	10"	34.5
	621	CMP	10"	20
	625	PVC	8"	23
	629	Culvert buried		
Street Total				225
Albion	600/606	CMP	10"	34
	612	CMP	10"	16
	616	CMP	10"	17
	620	CMP	10"	16.5
	624	CMP	10"	16
	628	PVC	4"	7
	601	No Culvert		
	609	PVC	8"	17
	613/617	PVC	8"	31
	621	PVC	8"	14
	625	PVC	8"	24
	629	PVC	8"	17
Street Total				209.5
SubTotals				**878**

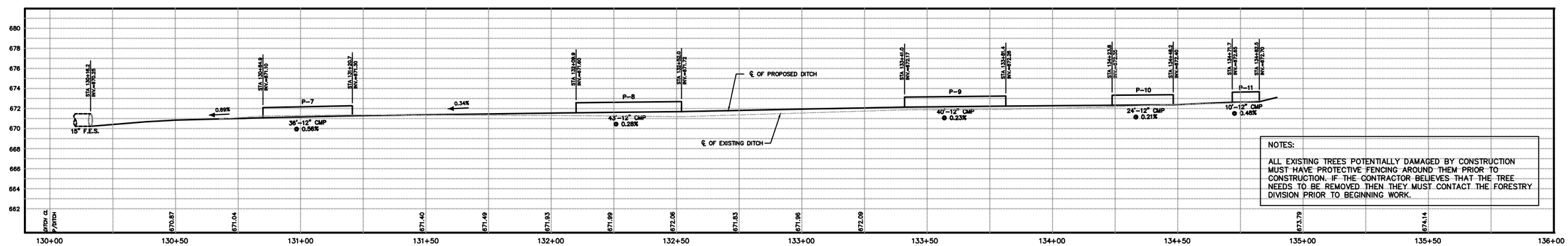
Street	Address	Driveway Culverts		
		Material	Diameter	Length
Bunting	600	PVC	8"	19
	604	PVC	8"	22.5
	608	PVC	10	27
	612	PVC	8"	18.5
	616/620	PVC	8"	51
	624	PVC	8"	31.5
	628	PVC	8"	21
	605	Unknown	Unknown	25
	613	CMP	10"	11.5
	617	CMP	8" (?)	15
	621/625	CMP	12"	38
	629	CMP	12"	29
Street Total				309
Bob-O-Link	600	DI,PVC,CMP	8"	20
	604/608	CMP, DI	8"	37
	610	DI	8"	20
	612	DI, CMP	8"	26.5
	616	DI	8"	26
	620/624	CMP	12"	33
	628	No Culvert		
	607	CMP	12"	8
	607	CMP	12"	20
	609/613	CMP	12"	44
	617/621	CMP	12"	44
	625/629	CMP	12"	33
Street Total				311.5
Glendale	615	CMP	12"	22
Street Total				22
SubTotals				**642.5**
Project Totals				**1520.5**

CULVERT INFORMATION





LEFT DITCH PROFILE (NORTH)



NOTES:

ALL EXISTING TREES POTENTIALLY DAMAGED BY CONSTRUCTION MUST HAVE PROTECTIVE FENCING AROUND THEM PRIOR TO CONSTRUCTION. IF THE CONTRACTOR BELIEVES THAT THE TREE NEEDS TO BE REMOVED THEN THEY MUST CONTACT THE FORESTRY DIVISION PRIOR TO BEGINNING WORK.

RIGHT DITCH PROFILE (SOUTH)

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**

PROSPECT MEADOWS DRAINAGE IMPROVEMENTS - PHASE III
DITCH PROFILES - BOB-O-LINK ROAD (STA 130+00 TO STA 135+75)

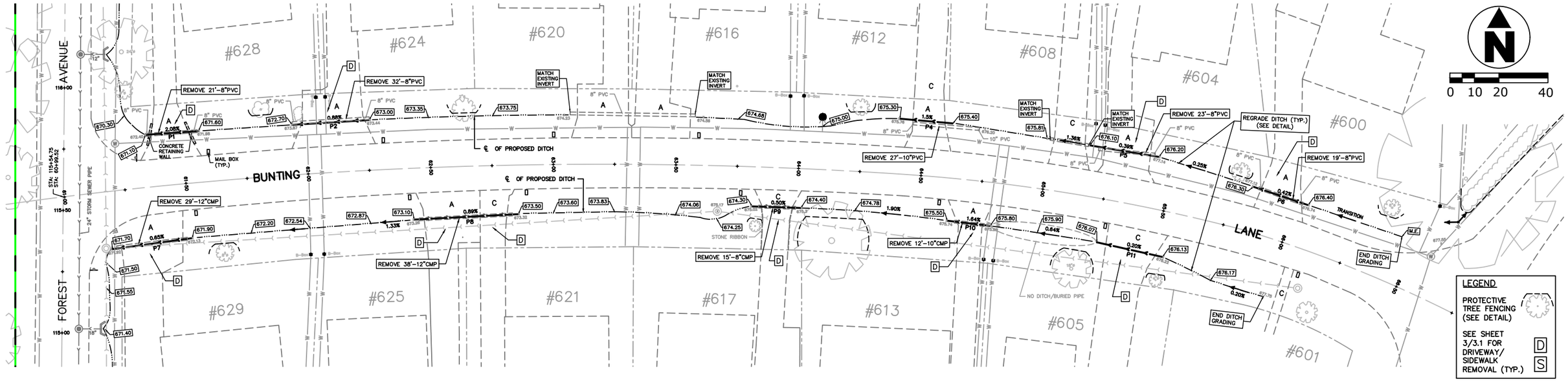
Design : ML
Drawing: RH

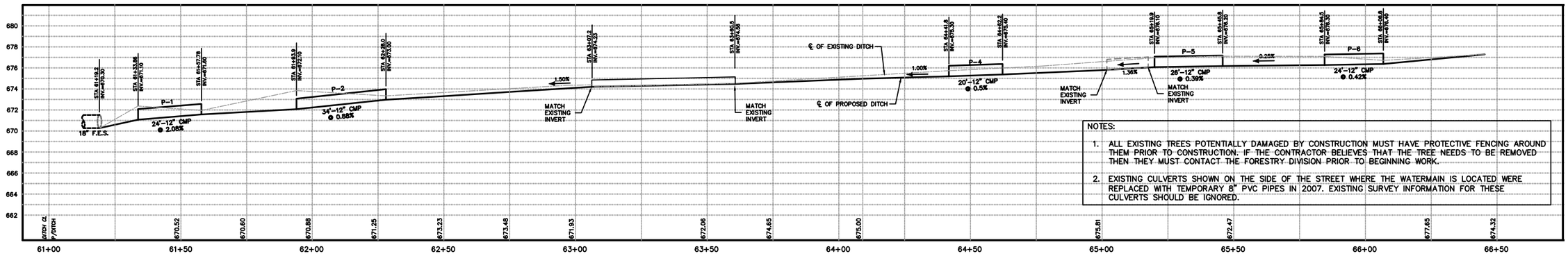
Date: 3-12-24

Profile Grade Scale V: 0 2 4 8 10 H: 0 25 40

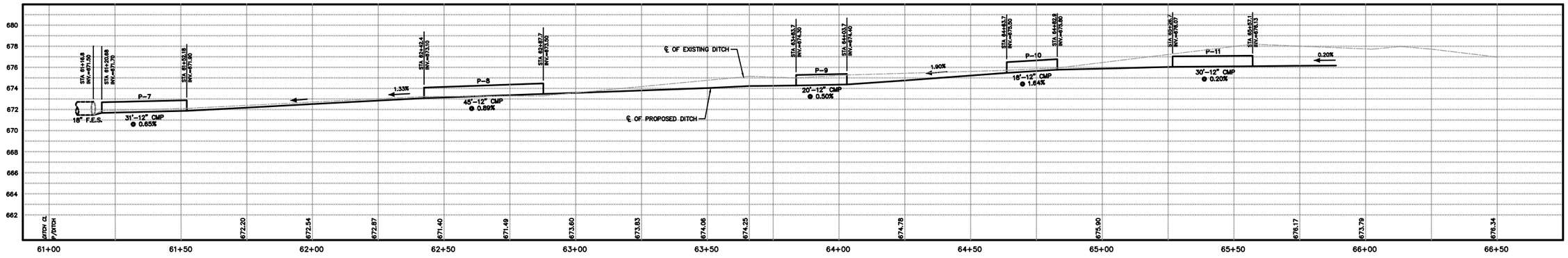
Sheet: 4 of 17

H:\Engineering\Utilities\Storm Sewer, Creeks & Ditches\Prospect Meadows Drainage\Prospect Meadows Drainage Improvements Phase III.dwg





LEFT DITCH PROFILE (NORTH)



RIGHT DITCH PROFILE (SOUTH)

NOTES:

1. ALL EXISTING TREES POTENTIALLY DAMAGED BY CONSTRUCTION MUST HAVE PROTECTIVE FENCING AROUND THEM PRIOR TO CONSTRUCTION. IF THE CONTRACTOR BELIEVES THAT THE TREE NEEDS TO BE REMOVED THEN THEY MUST CONTACT THE FORESTRY DIVISION PRIOR TO BEGINNING WORK.
2. EXISTING CULVERTS SHOWN ON THE SIDE OF THE STREET WHERE THE WATERMAIN IS LOCATED WERE REPLACED WITH TEMPORARY 8" PVC PIPES IN 2007. EXISTING SURVEY INFORMATION FOR THESE CULVERTS SHOULD BE IGNORED.

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**

PROSPECT MEADOWS DRAINAGE IMPROVEMENTS - PHASE III
DITCH PROFILES - BUNTING LANE (STA 60+88 TO STA 66+50)

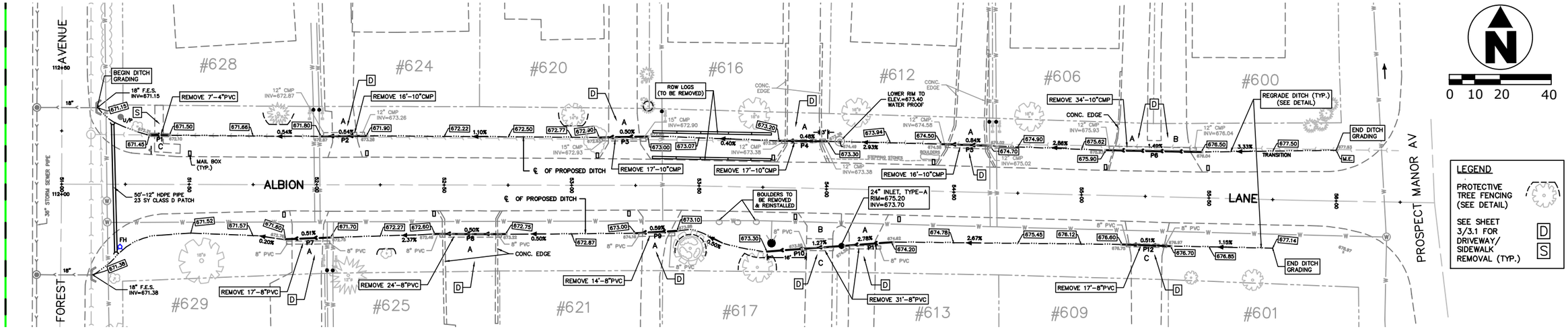
Design : ML
Drawing: RH

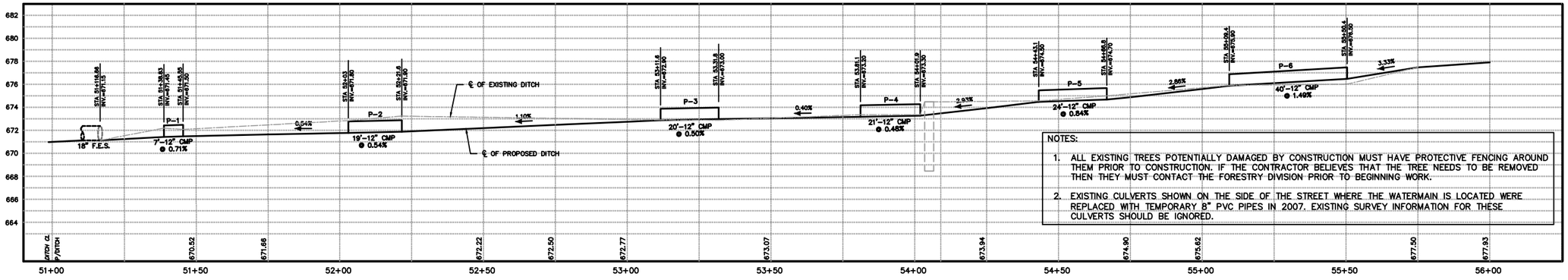
Date: 8-7-23

Profile Grade Scale V: 0 2 4 8 10 H: 0 25 40

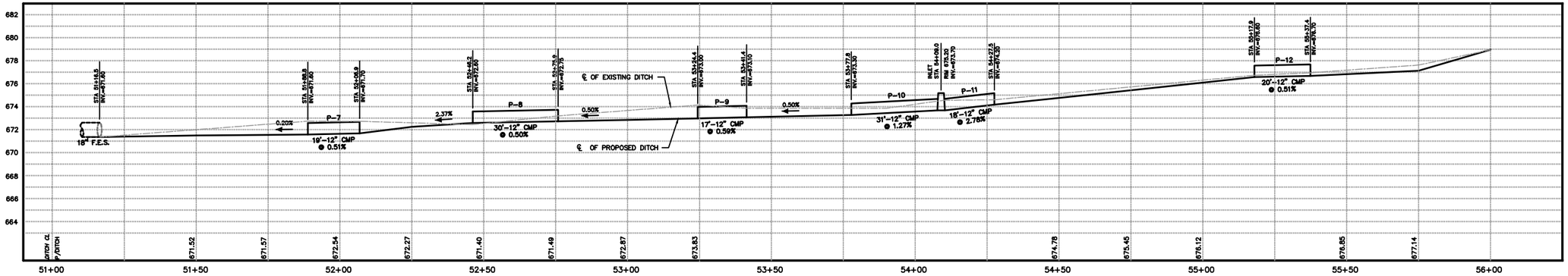
Sheet: 5 of 17

H:\Engineering\Utilities\Storm Sewer, Creeks & Ditches\Prospect Meadows Drainage\Prospect Meadows Drainage Improvements Phase III.dwg

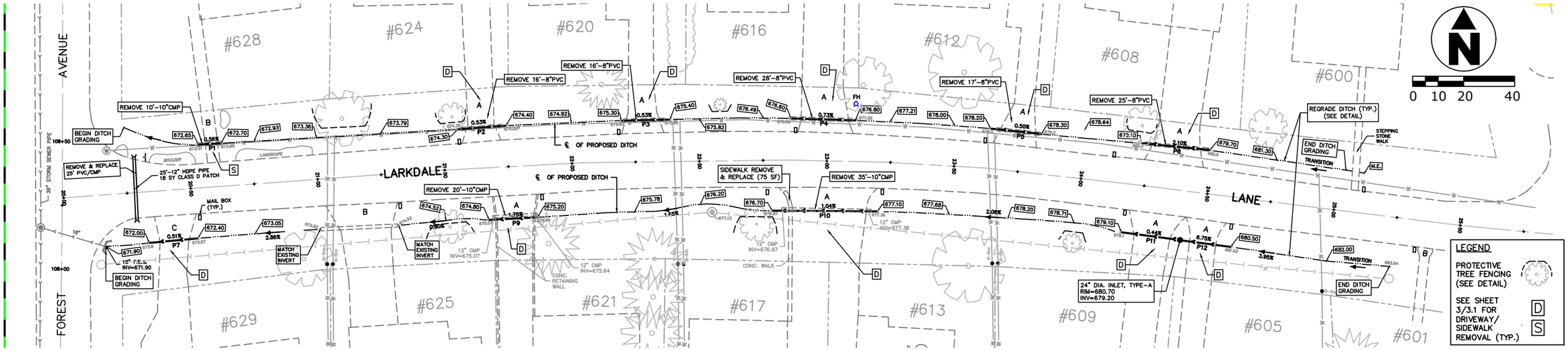


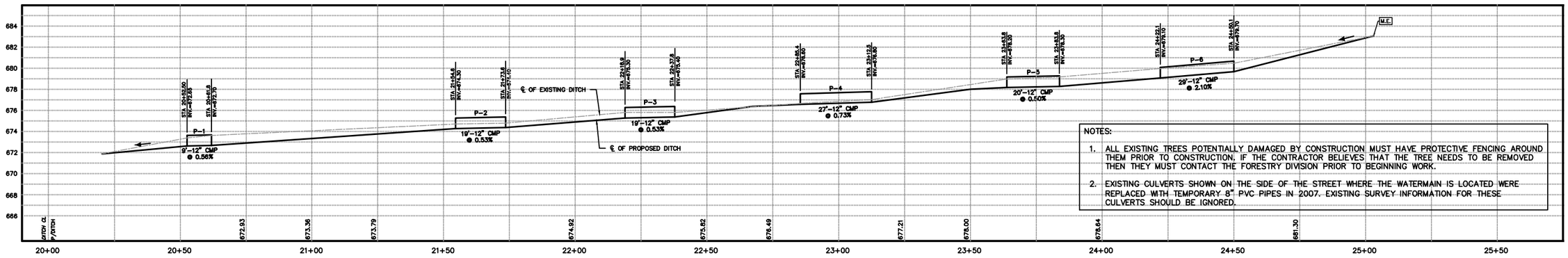


LEFT DITCH PROFILE (NORTH)

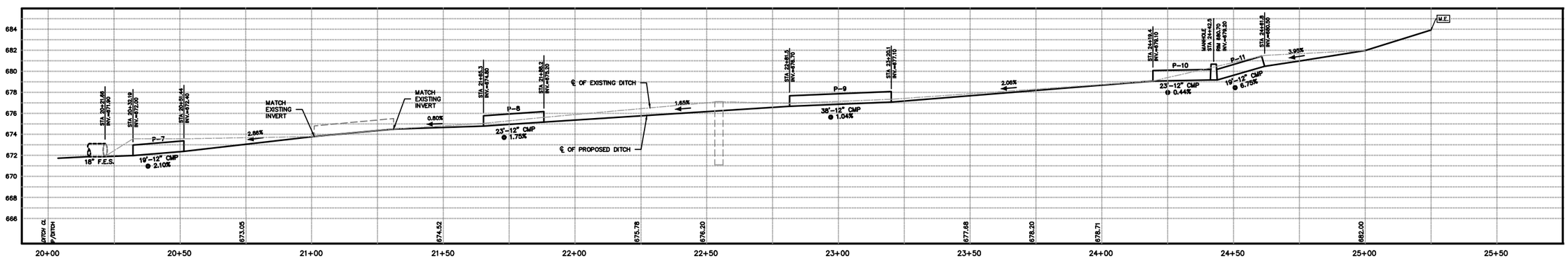


RIGHT DITCH PROFILE (SOUTH)





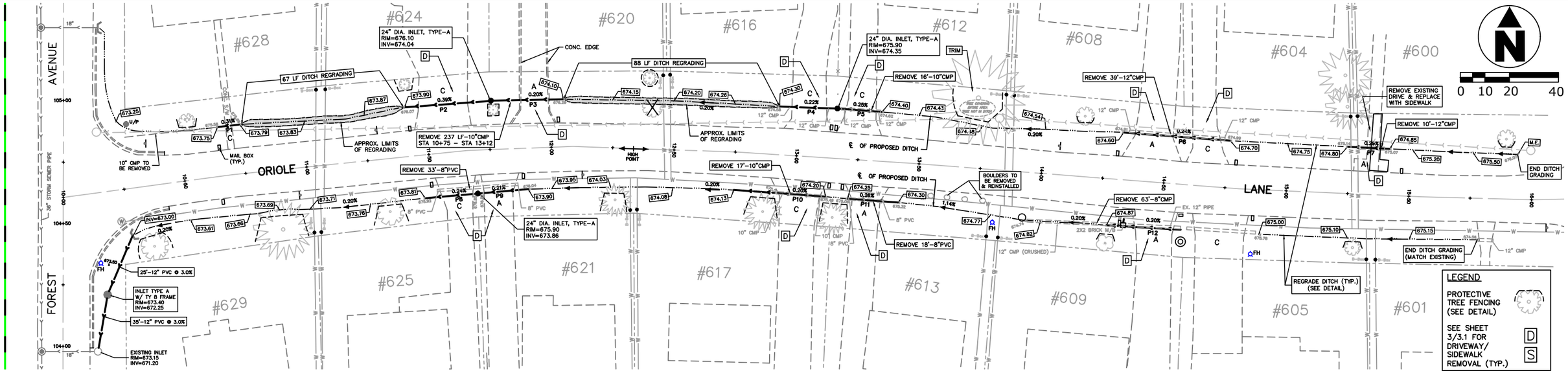
LEFT DITCH PROFILE (NORTH)

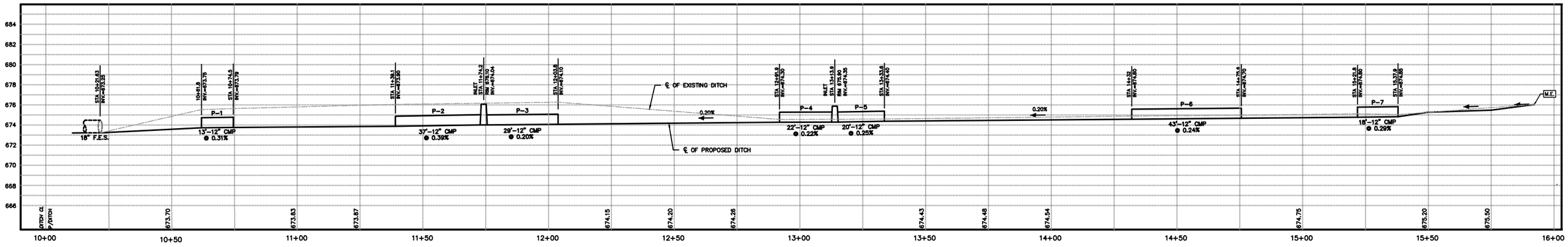


RIGHT DITCH PROFILE (SOUTH)

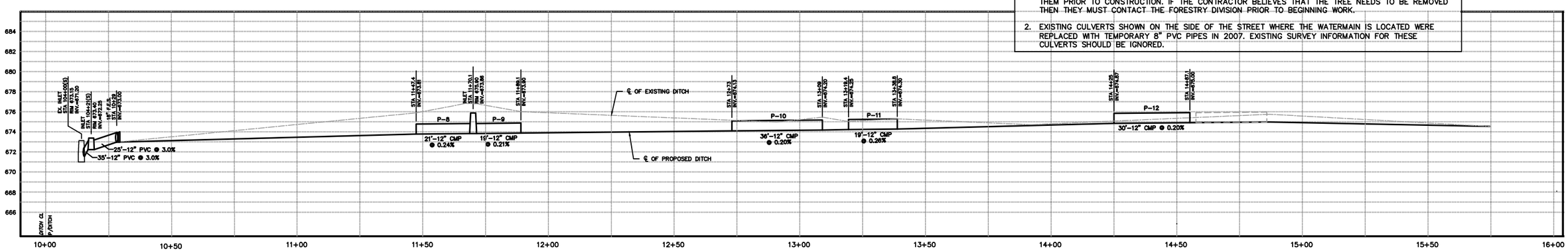
VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**	**PROSPECT MEADOWS DRAINAGE IMPROVEMENTS - PHASE III** **DITCH PROFILES - LARKDALE LANE (STA 20+00 TO STA 25+25)**	Design : ML Drawing: RH	Date: 3-12-24	Profile Grade Scale V: 0 2 4 8 10 H: 0 25 40	Sheet: 7 of 17

H:\Engineering\Utilities\Storm Sewer, Creeks & Ditches\Prospect Meadows Drainage\Prospect Meadows Drainage Improvements Phase III.dwg





LEFT DITCH PROFILE (NORTH)



RIGHT DITCH PROFILE (SOUTH)

NOTES:

1. ALL EXISTING TREES POTENTIALLY DAMAGED BY CONSTRUCTION MUST HAVE PROTECTIVE FENCING AROUND THEM PRIOR TO CONSTRUCTION. IF THE CONTRACTOR BELIEVES THAT THE TREE NEEDS TO BE REMOVED THEN THEY MUST CONTACT THE FORESTRY DIVISION PRIOR TO BEGINNING WORK.
2. EXISTING CULVERTS SHOWN ON THE SIDE OF THE STREET WHERE THE WATERMAIN IS LOCATED WERE REPLACED WITH TEMPORARY 8" PVC PIPES IN 2007. EXISTING SURVEY INFORMATION FOR THESE CULVERTS SHOULD BE IGNORED.

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**

PROSPECT MEADOWS DRAINAGE IMPROVEMENTS - PHASE III
DITCH PROFILES - ORIOLE LANE (STA 10+00 TO STA 16+00)

Design : ML
Drawing: RH

Date: 3-12-24

Profile Grade Scale V: 0 2 4 8 10
H: 0 25 40

Sheet: 8 of 17

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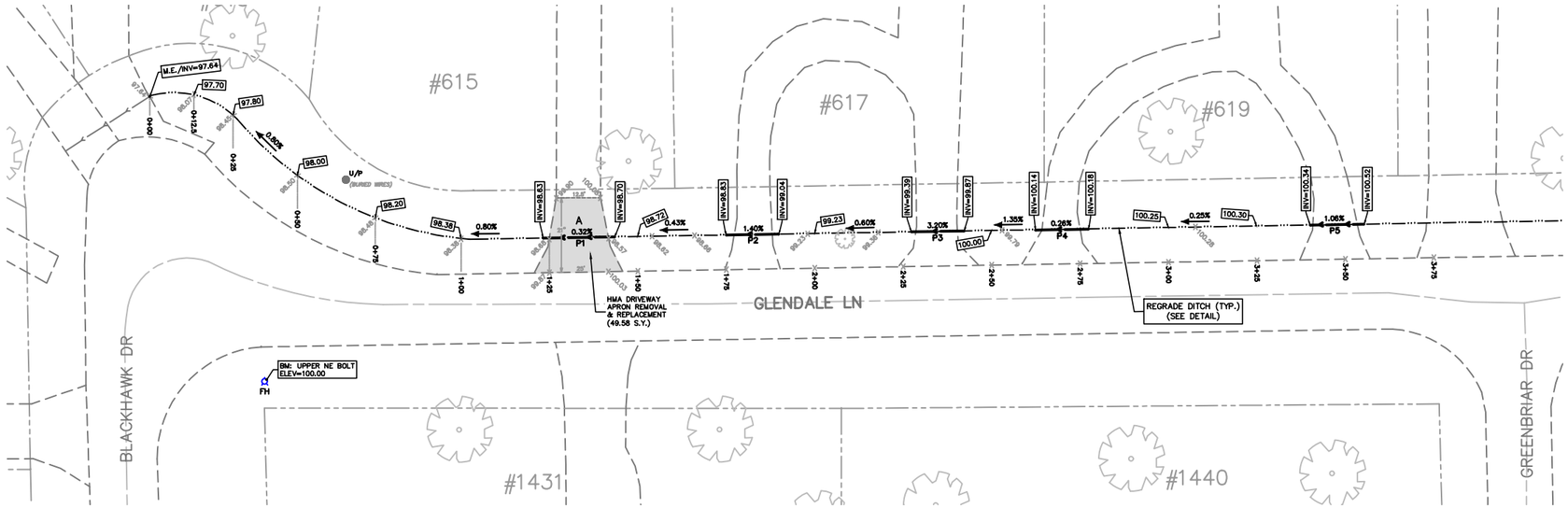
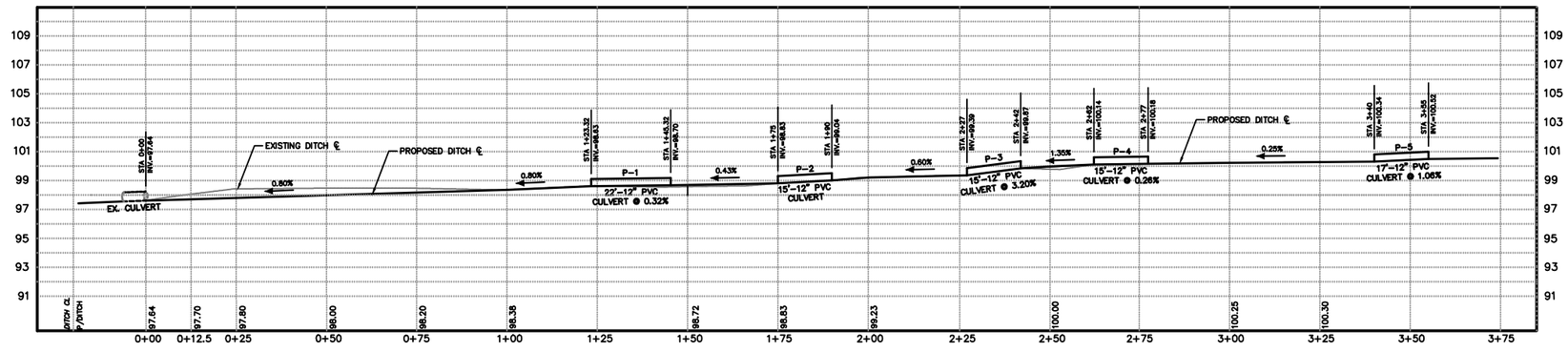
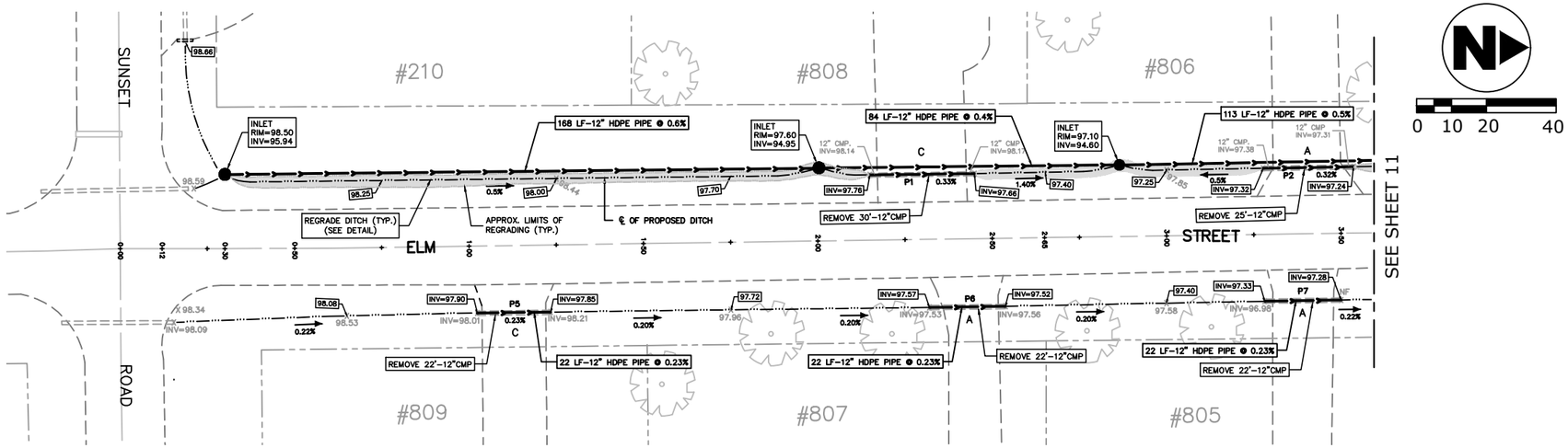


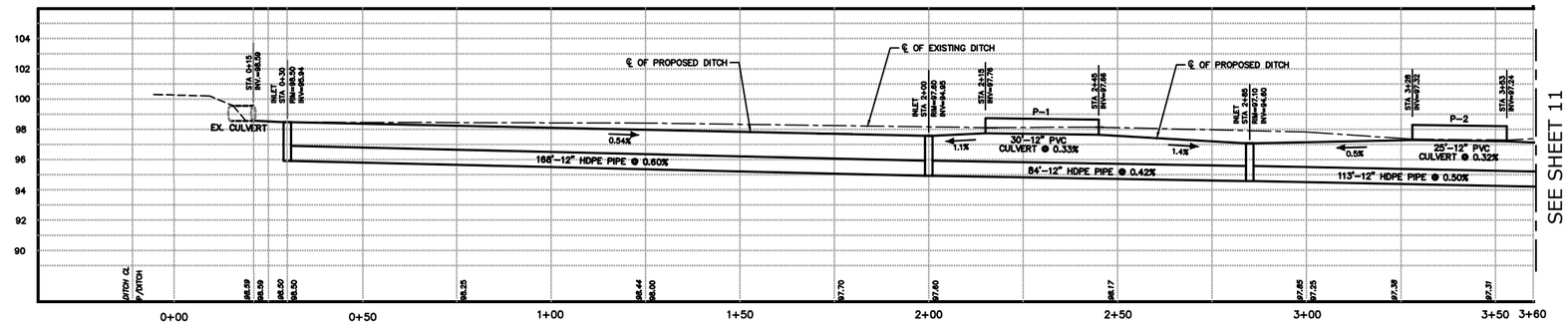


LEFT DITCH PROFILE (EAST)

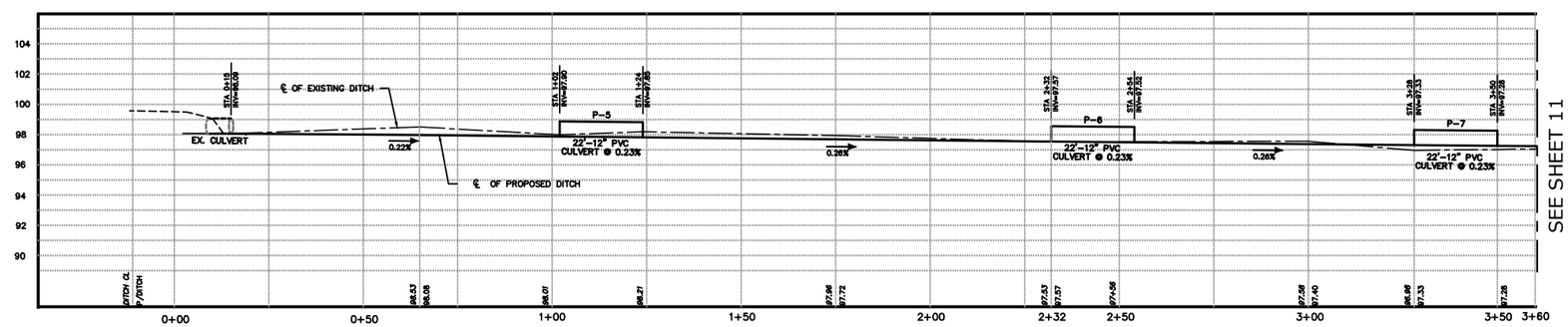
VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**	**BLACKHAWK DRAINAGE IMPROVEMENTS** **DITCH PROFILE - GLENDALE LN (STA 0+00 TO STA 3+75)**	Design : ML Drawing: RH	Date: 3-12-24	Profile Grade Scale V: 0 2 4 8 10 H: 0 25 40	Sheet: 9 of 17

H:\Engineering\Utilities\Storm Sewer, Creeks & Ditches\Prospect Meadows Drainage\Prospect Meadows Drainage Improvements Phase III.dwg

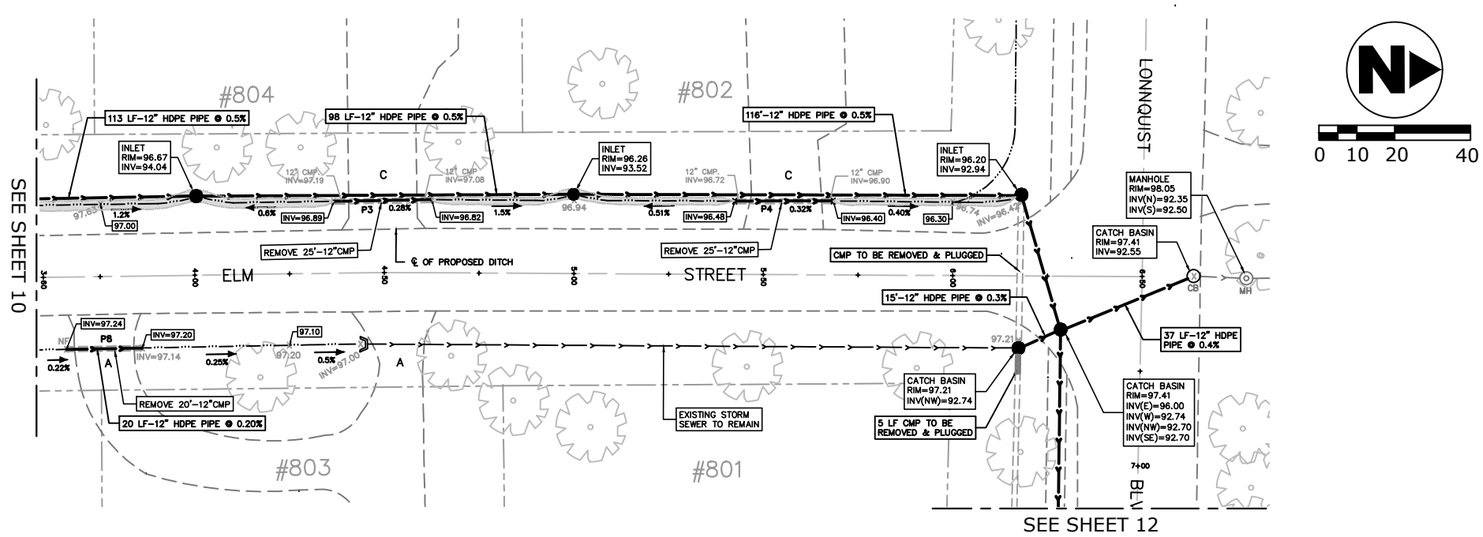


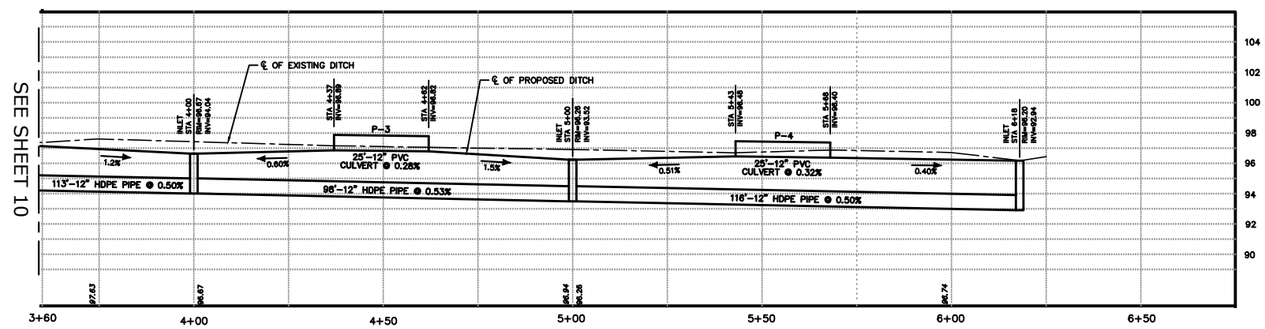


LEFT DITCH PROFILE (WEST)

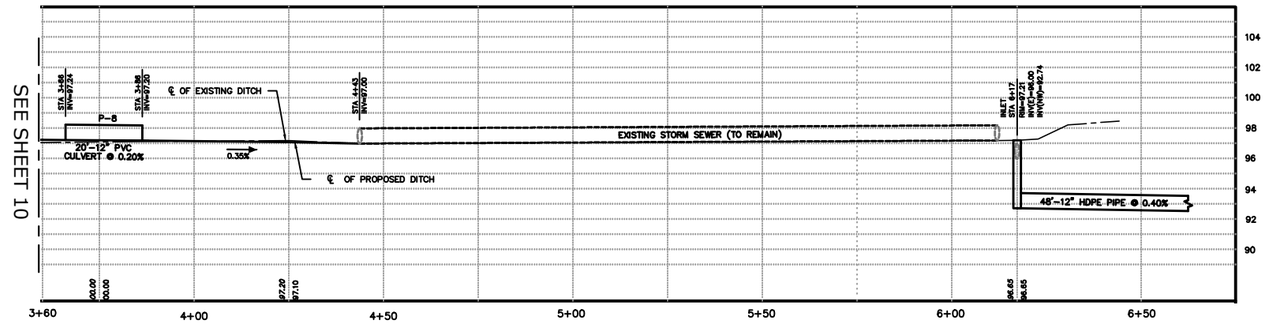


RIGHT DITCH PROFILE (EAST)





LEFT DITCH PROFILE (WEST)



RIGHT DITCH PROFILE (EAST)

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**

S ELM ST DRAINAGE IMPROVEMENTS - (ELM; LONNQUIST TO SUNSET)
DITCH PROFILE - S ELM ST (STA 3+60 TO STA 6+50)

Design : ML
Drawing: RH

Date: 3-12-24

Profile Grade Scale V: 0 2 4 8 10 H: 0 25 40

Sheet: 11 of 17

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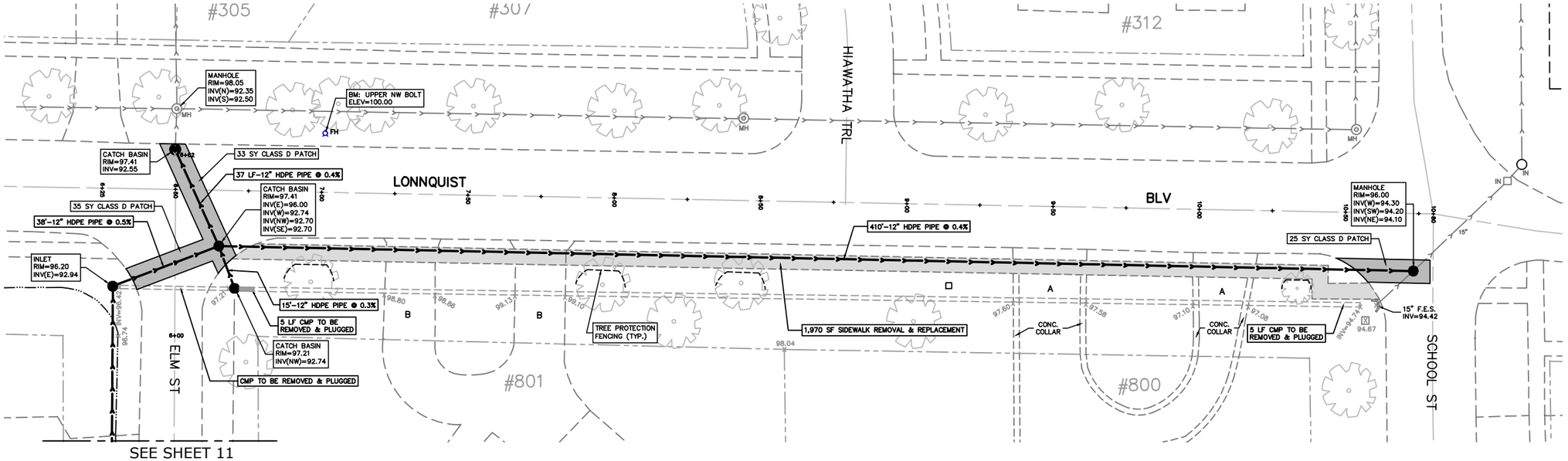
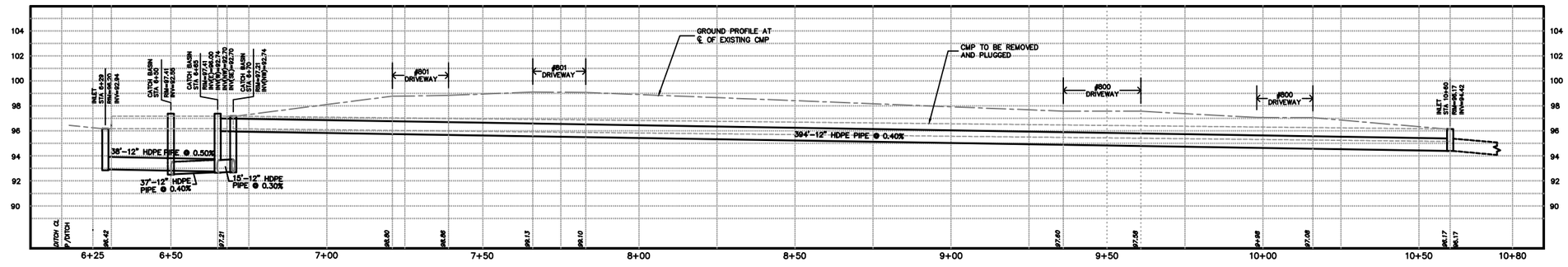




RIGHT DITCH PROFILE (SOUTH)

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**

S ELM ST DRAINAGE IMPROVEMENTS - (ELM; LONNQUIST TO SUNSET)
DITCH PROFILE - LONNQUIST BLVD (STA 6+25 TO STA 10+80)

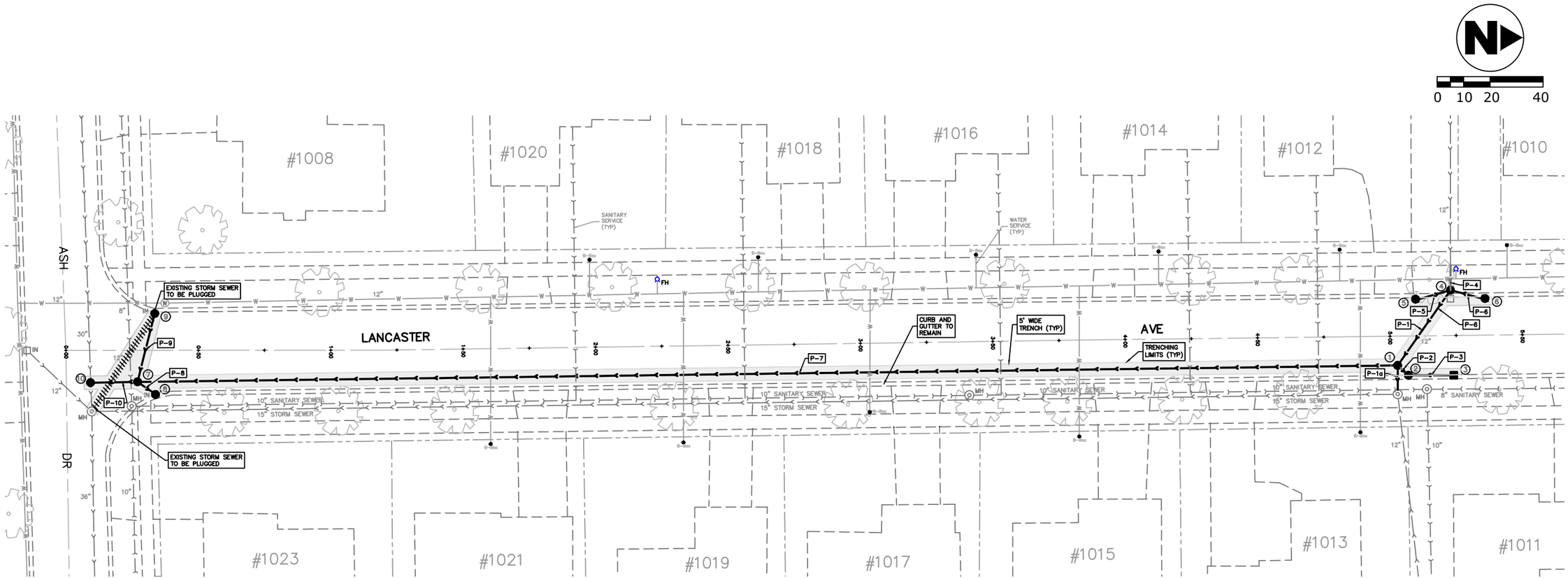
Design : ML
Drawing: RH

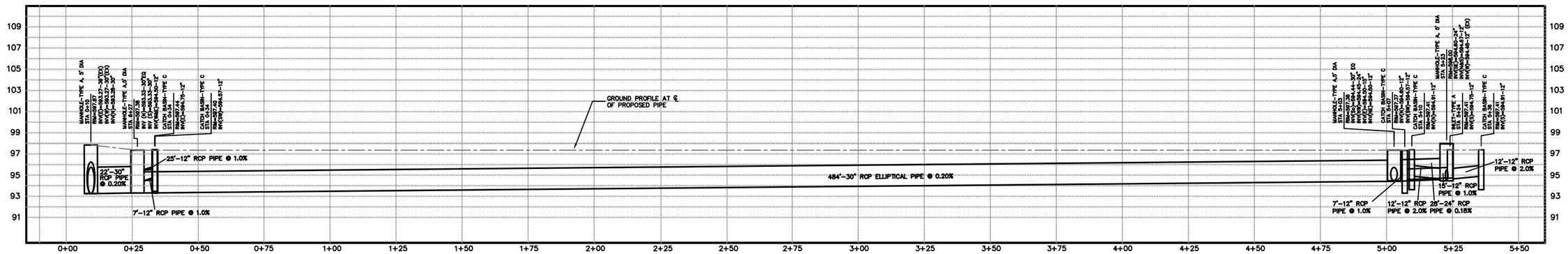
Date: 3-12-24

Profile Grade Scale V: 0 2 4 8 10 H: 0 25 40

Sheet: 12 of 17

H:\Engineering\Utilities\Storm Sewer, Creeks & Ditches\Prospect Meadows Drainage\Prospect Meadows Drainage Improvements Phase III.dwg





STORM SEWER PROFILE

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**

S LANCASTER AV DRAINAGE IMPROVEMENTS - (GOLF TO ASH)
S LANCASTER AV (STA 0+00 TO STA 5+50)

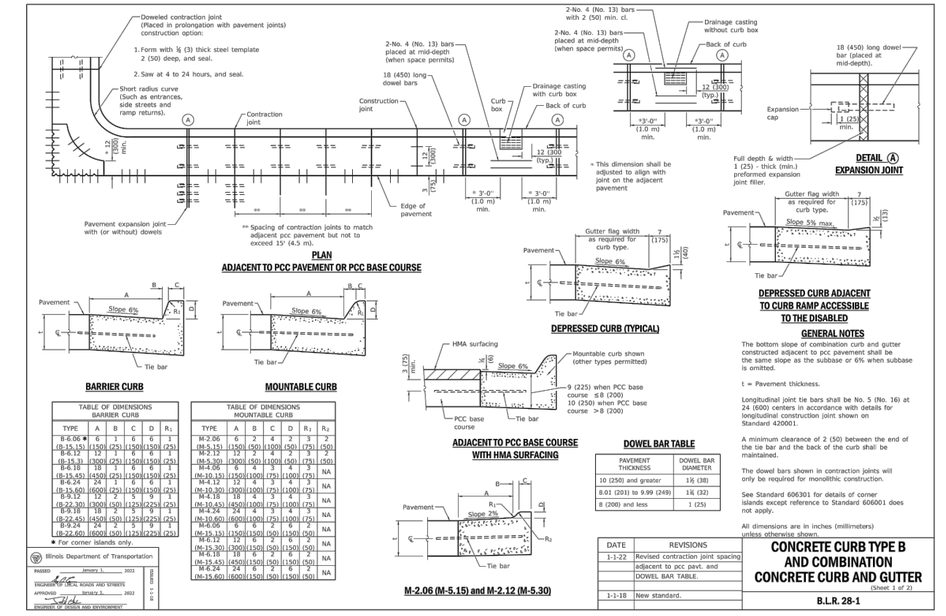
Design : ML
Drawing: RH

Date: 3-12-24

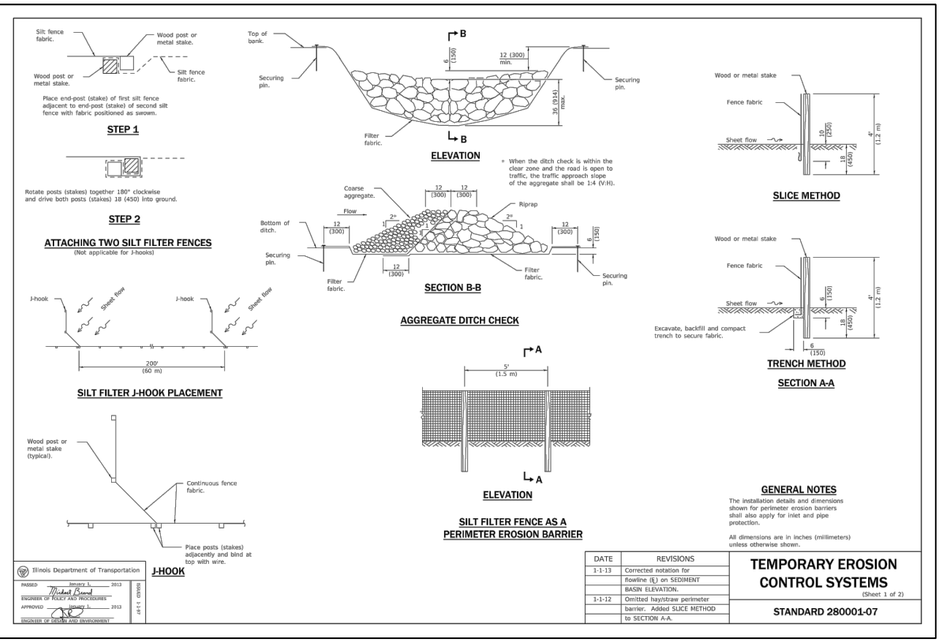
Profile Grade Scale V: 0 2 4 8 10 H: 0 25 40

Sheet: 13 of 17

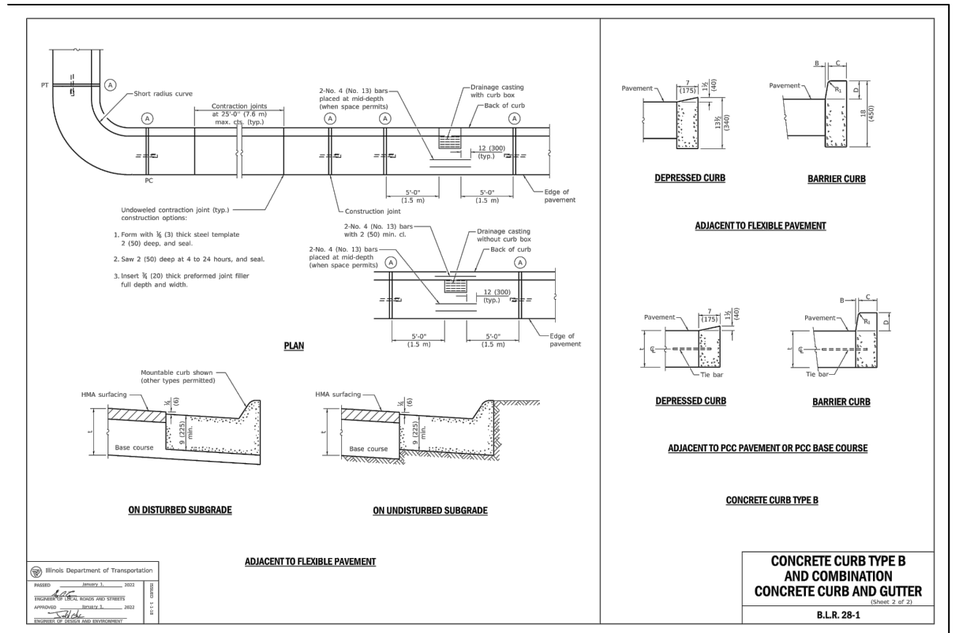
H:\Engineering\Utilities\Storm Sewer, Creeks & Ditches\Prospect Meadows Drainage\Prospect Meadows Drainage Improvements Phase III.dwg



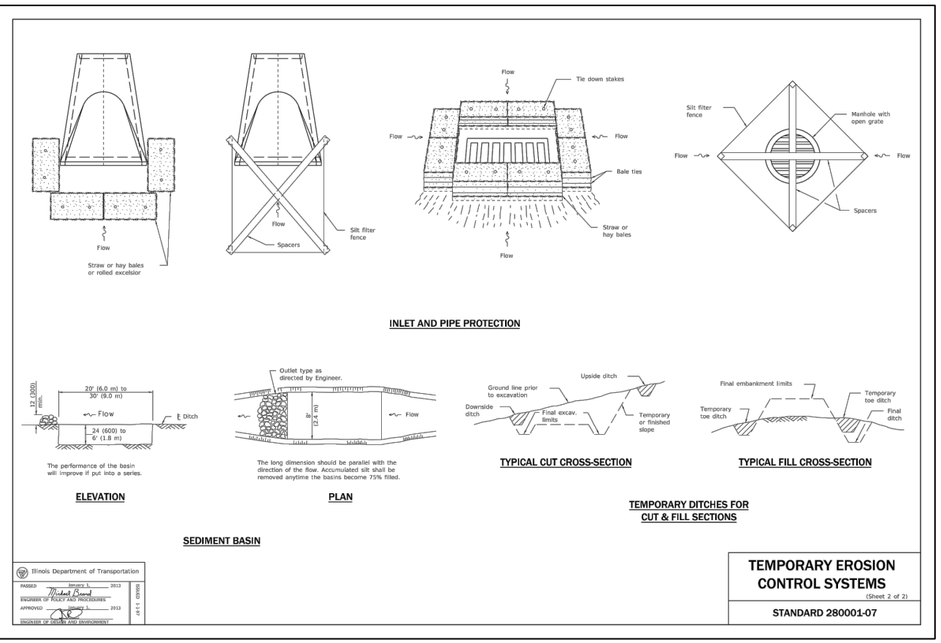
IDOT STANDARD 606001–07
(1 OF 2)



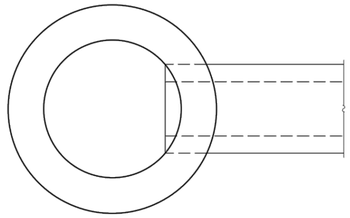
IDOT STANDARD 280001–07
(1 OF 2)



IDOT STANDARD 606001–07
(2 OF 2)

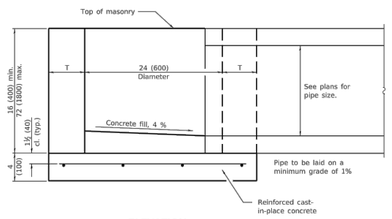


IDOT STANDARD 280001–07
(2 OF 2)

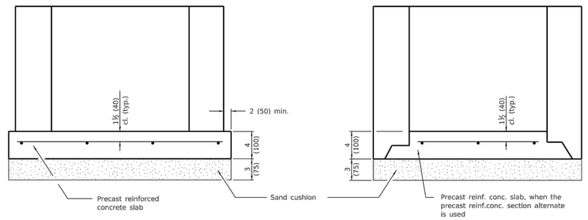


PLAN

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ELEVATION



ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

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

Illinois Department of Transportation

PASSED January 1, 2014
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

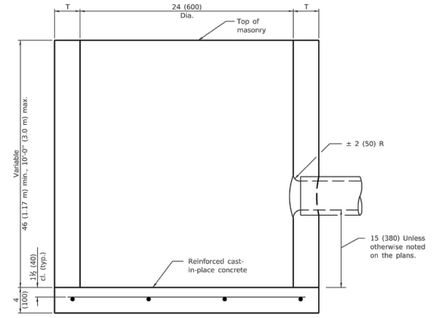
BOARD RULES

DATE	REVISIONS
1-1-14	Increased height to
	72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

INLET - TYPE A

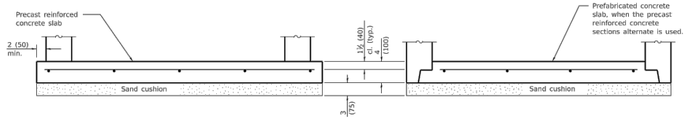
STANDARD 602301-04

IDOT STANDARD 602301–04



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T (min)
Precast Reinforced Concrete Section	3 (75)
Concrete Masonry Unit	5 (125)
Cast-in-Place Concrete	6 (150)
Brick Masonry	8 (200)



ALTERNATE BOTTOM SLAB

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.27 sq. in./ft. (570 sq. mm/m) in both directions with a maximum spacing of 9 (230).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

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

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

BOARD RULES

DATE	REVISIONS
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.
1-1-09	Switched units to
	English (metric).

CATCH BASIN TYPE C

STANDARD 602011-02

IDOT STANDARD 602011–02

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**

2024 VILAGE DRAINAGE PROJECT
DETAILS

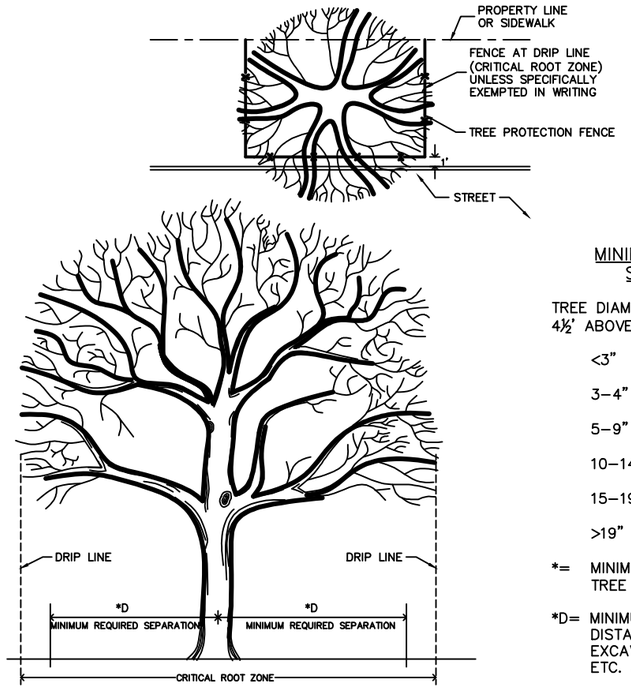
Design : ML
Drawing: RH

Date: 3-12-24

Scale: None

Sheet: 15 of 17

H:\Engineering\Utilities\Storm Sewer, Creeks & Ditches\Prospect Meadows Drainage\Prospect Meadows Drainage Improvements Phase III.dwg



MINIMUM REQUIRED SEPARATION

TREE DIAMETER 4½' ABOVE GROUND	*D
<3"	1'*
3–4"	2'*
5–9"	5'*
10–14"	10'
15–19"	12'
>19"	15'

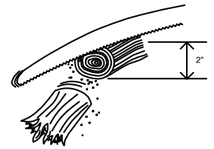
*= MINIMUM 6' FROM THE TREE TO NEW PAVEMENT

*D= MINIMUM REQUIRED DISTANCE BETWEEN EXCAVATION PAVING, ETC. AND CENTER OF TREE.

TREE PROTECTION DETAIL
N.T.S.

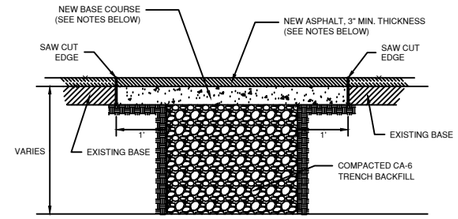
REASON: ROOTS WITH A SHARPLY CUT END WILL QUICKLY PRODUCE A FLUSH OF NEW ROOTS, HELPING THE TREE TO RECOVER FROM ITS INJURY. A CRUSHED OR TORN ROOT LEADS TO DECAY AND FEW NEW ROOTS.

PROCEDURE: WHEN TUNNELING OR AVOIDING ROOTS IS NOT POSSIBLE, TRENCH CAREFULLY BY HAND OR MACHINE NEAR TREES, SAWING ROOTS OVER 2" IN DIAMETER. MAKE THE CUT FLUSH WITH THE SIDE OF THE TRENCH CLOSEST TO THE TREE. NO NEED TO PAINT OR TREAT THE ENDS.



WHEN ROOTS 2" OR LARGER ARE ACCIDENTLY BROKEN, DIG OUT ENOUGH OF THE TRENCH SIDE TO SAW THROUGH AN UNDAMAGED PORTION OF THE ROOT.

ROOTCUTTING DETAIL
N.T.S.



NOTES:

1. SURFACE REPLACEMENT SHALL BE HMA SURFACE COURSE MIX D, N50 AS DEFINED IN SECTION 406 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THE THICKNESS OF THE BASE COURSE SHALL BE 8", OR MATCH THE EXISTING PAVEMENT BASE THICKNESS, WHICHEVER IS GREATER.
3. IF THE BASE OF THE EXISTING PAVEMENT IS CONCRETE, THE BASE OF THE PAVEMENT PATCH SHALL ALSO BE CONCRETE.

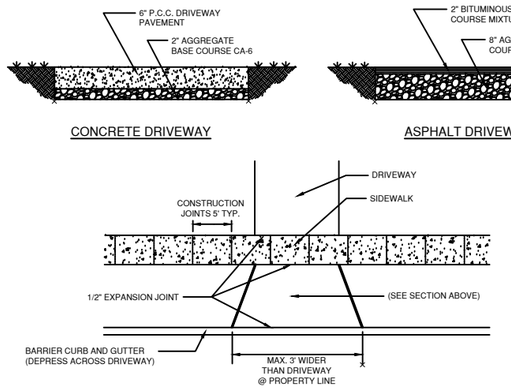
   IF THE BASE OF THE EXISTING PAVEMENT IS NOT CONCRETE, THE BASE OF THE PAVEMENT PATCH MAY BE ONE OF THE FOLLOWING AS APPROVED BY THE VILLAGE:

   A. CONCRETE

   B. HMA SURFACE COURSE MIX D, N50 AS DEFINED IN SECTION 406 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

   C. HMA BINDER COURSE, IL-19.0 AS DEFINED IN SECTION 406 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
4. WHERE THE EXISTING PAVEMENT BASE IS CONCRETE, THE CONCRETE BASE OF THE PATCH SHALL BE DOWELED INTO THE ADJACENT PAVEMENT USING 1 ½" DOWELS AS DIRECTED BY THE VILLAGE.

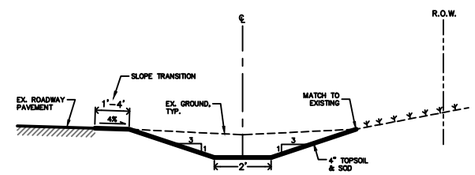
PAVEMENT RESTORATION DETAIL
N.T.S.



NOTES:

1. SIDEWALKS MUST HAVE A PLAIN BROOM FINISH.
2. NO WIRE MESH ALLOWED IN SIDEWALKS AND APRON.
3. SIDEWALK SHALL BE 6" THICK THRU DRIVEWAY AND 5" THICK IN ALL OTHER AREAS IN R.O.W.
4. MAXIMUM DRIVEWAY WIDTH ON PRIVATE PROPERTY SHALL BE DETERMINED BY VILLAGE CODE: 14.2215
   DRIVEWAY APPROACH PER VILLAGE CODE SECTION: 16.306
   SIDEWALK IN R.O.W. PER VILLAGE CODE SECTION: 16.307

RESIDENTIAL DRIVEWAY APRON DETAIL
N.T.S.

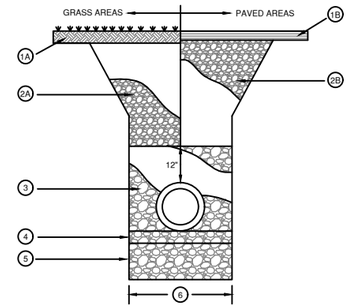


NOTES:

1. IN AREAS WHERE AVAILABLE SPACE FOR THE PROPOSED SWALE IS LIMITED, THE SIDE SLOPES CAN BE REDUCED FROM 3:1 TO 2.5:1.
2. PROPOSED DITCH TO BE PLACED PER THE LOCATION OF THE CENTERLINE SHOWN ON THE DITCH PROFILE SHEETS.

DITCH CROSS SECTION
N.T.S.

CLASS 1 BITUMINOUS CONCRETE
SURFACE COURSE, N70



NOTES:

1A GRASS AREAS IN R.O.W. MUST BE RESTORED WITH 4" OF TOP SOIL AND SOD

1B SEE PAVEMENT RESTORATION DETAIL FOR PATCHING REQUIREMENTS

2A UNDER GRASS AREAS BACKFILL WITH EXCAVATED MATERIAL PLACED AND COMPACTED IN 12" LIFTS

2B UNDER, AND WITHIN 2' OF PAVEMENT, CURB & GUTTER, AND SIDEWALK, BACKFILL WITH CA-6 MATERIAL IN 9" LIFTS COMPACTED TO 95% MAX. DENSITY

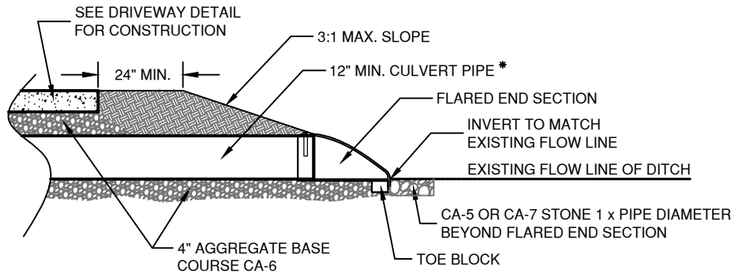
3 CA-11 STONE BACKFILL PLACED AND COMPACTED IN 6" LIFTS

4 CA-11 STONE BEDDING. MINIMUM THICKNESS = 1 /4 OF THE OUTSIDE DIAMETER OF THE PIPE, BUT NO LESS THAN 4"

5 UNSUITABLE MATERIAL TO BE REMOVED AT THE DIRECTION OF VILLAGE ENGINEER, AND REPLACED WITH COMPACTED CA-11 STONE

6 THE TRENCH WIDTH SHALL BE AT LEAST 18" WIDER THAN THE OUTSIDE DIAMETER OF THE PIPE

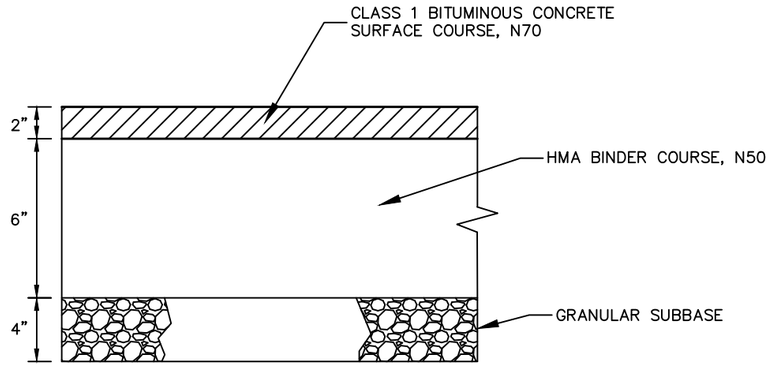
TRENCH SECTION DETAIL
N.T.S.



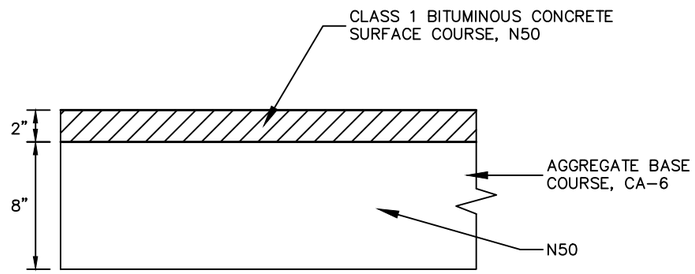
NOTE: ALL GRASS AREAS DISTURBED DURING CONSTRUCTION MUST BE RESTORED WITH SOD.

* IF EXTENDING AN EXISTING CULVERT, MATCH THE EXISTING CULVERT SIZE.

DRIVEWAY CULVERT DETAIL
N.T.S.



CLASS D PATCH (ALTERNATE)
N.T.S.



HMA DRIVEWAY PAVEMENT
N.T.S.

VILLAGE OF **Mount Prospect** • **Public Works Department** • **Engineering Division**	**2024 VILLAGE DRAINAGE PROJECT** **DETAILS**	Design : ML Drawing: RH	Date: 3-12-24	Scale: None	Sheet: 17 of 17

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