

PRELIMINARY PLAT
FOR
TIMBERLAKE
AN ADDITION TO THE CITY OF DECATUR, ILLINOIS

LEGAL DESCRIPTION

The Northwest Quarter (N.W. 1/4) of the Northeast Quarter (N.E. 1/4) of Section 16, Township 16 North, Range 3 East of the 3rd P.M., except the West 158.5 of the North 437, and except beginning at the Northeast corner of said Northwest Quarter (N.W. 1/4) of the Northeast Quarter (N.E. 1/4); thence Southerly 11.3 feet along the East Line of the said tract; thence Westerly 241.4 feet along a line parallel with the North line of the said tract; thence Northwesterly 322.8 feet along a line to a point on the North line 564 feet West of the Northeast corner of said tract; thence Easterly 564 feet along the North line of said tract to the point of beginning, and except beginning at a point 650 feet South of the Northeast corner of the said Northwest Quarter (N.W. 1/4) of the Northeast Quarter (N.E. 1/4); thence East 134 feet; thence North 250; thence West 134 feet to the point of beginning.

AND

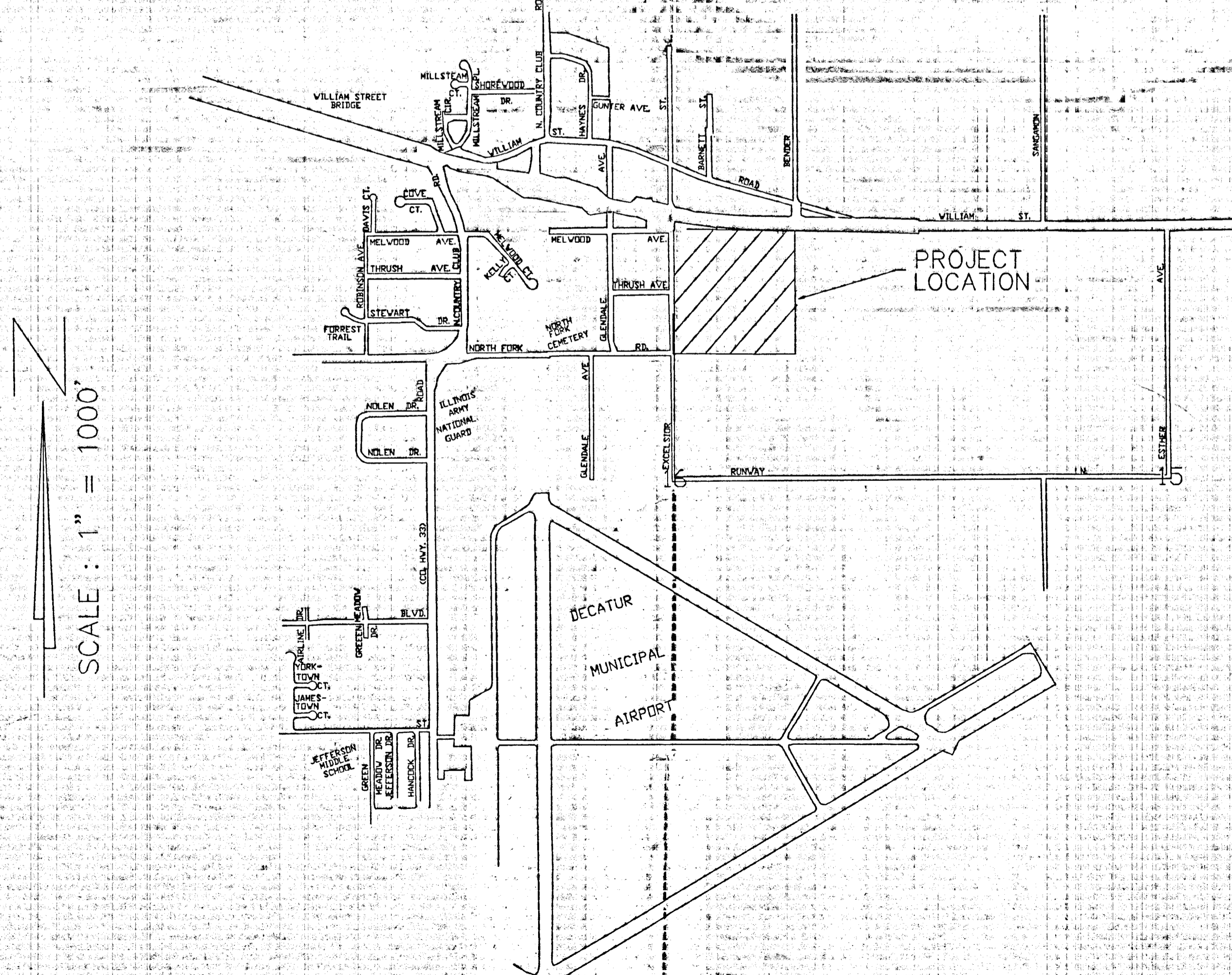
A triangle parcel of land being a part of the Southwest Quarter (S.W. 1/4) of the Southeast Quarter (S.E. 1/4) of Section 9, Township 16 North, Range 3 East of the 3rd P.M., Macon County, Illinois, described as follows: Beginning on the South Line of the Southeast Quarter (S.E. 1/4) of said Section at a point 564 feet West of the Southeast corner of the Southwest Quarter (S.W. 1/4) of the Southeast Quarter (S.E. 1/4) of said Section 9; thence Westerly along the South Line of the said Northeast Quarter (N.E. 1/4) of said Section 9 for 273.5 feet; thence Northerly for 301 feet; thence Southeasterly for 275.99 feet to the place of beginning, containing 37.63 acres, more or less.

OWNER/SUBDIVIDER

PAUL HOPKINS

INDEX OF SHEETS

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8. STANDARD DETAILS
9. STANDARD DETAILS

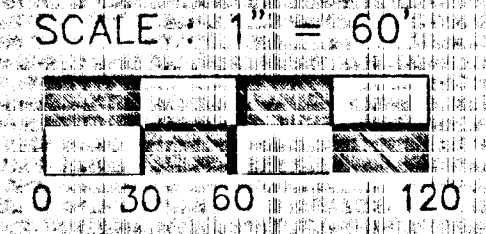
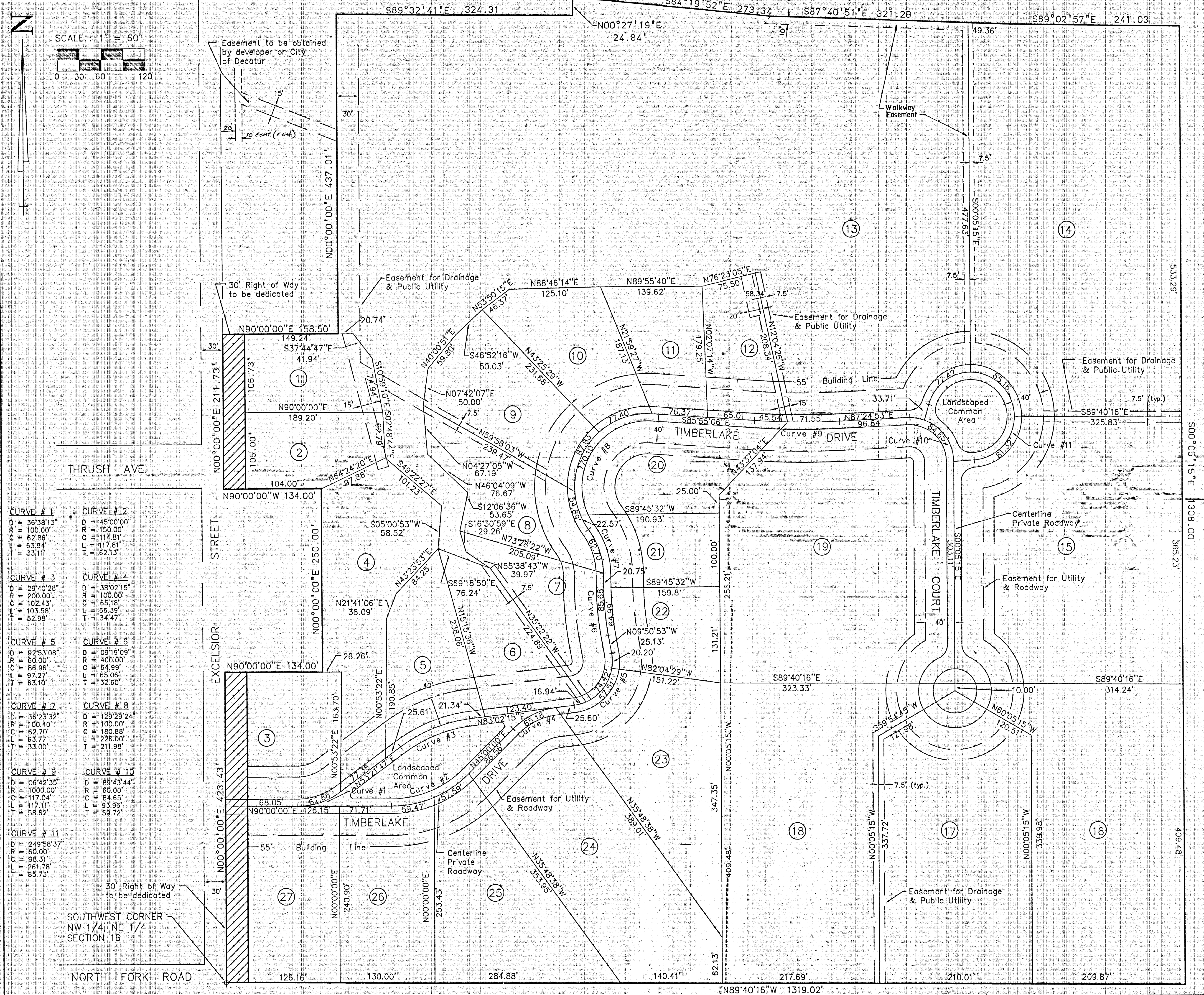


COVER SHEET
TIMBERLAKE



Phillip W. Cochran consulting engineer
2602 North Morgan Decatur, IL 62526
phone (217) 875-3333 fax 875-3371

drawn by	dwm	REVISIONS	project no.
date	2/10/99	No. BY DATE DESCRIPTION	9896
plan by		1. SPW 4/8/99 Erosion Control/SHT 3	field book no.
date			176
checked by			sheet no.
date			1



Easement to be obtained by developer or City of Decatur

30' Right of Way to be dedicated

Easement for Drainage & Public Utility

Easement for Drainage & Public Utility

Easement for Drainage & Public Utility

Easement for Utility & Roadway

Easement for Drainage & Public Utility

THRUSH AVE

EXCELSIOR STREET

TIMBERLAKE DRIVE

TIMBERLAKE COURT

SOUTHWEST CORNER NW 1/4 NE 1/4 SECTION 16

NORTH FORK ROAD

NOTES

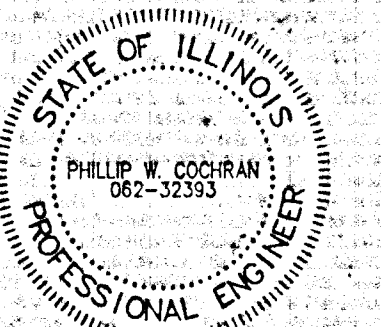
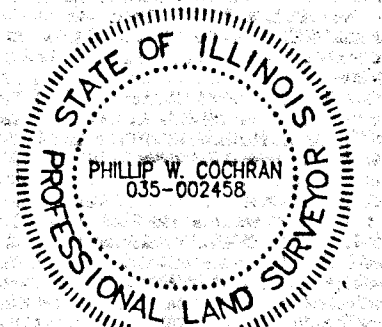
1. ALL DIMENSIONS ON CURVES ARE CHORD DIMENSIONS.
2. A PART OF THIS PROPERTY COVERED BY THIS PLAT, OR SUBDIVISION IS SITUATED WITHIN 500 FEET OF A SURFACE DRAIN OR WATERCOURSE SERVING A TRIBUTARY AREA OF 640 ACRES OR MORE.
3. ALL EASEMENTS ARE FOR DRAINAGE AND PUBLIC UTILITIES UNLESS OTHERWISE STATED.
4. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF DECATUR STANDARD SPECIFICATIONS FOR STREETS, STORM SEWER, SANITARY SEWER AND WATERMAIN CONSTRUCTION WHERE APPLICABLE.
5. IF CITY OF DECATUR STANDARD SPECIFICATIONS DO NOT COVER ANY ITEMS OF WORK, ALL WORK SHALL BE DONE IN ACCORDANCE WITH STATE OF ILLINOIS STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION, LATEST REVISION AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
6. ALL OF THIS PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE CITY OF DECATUR.
7. RADI AT STREET INTERSECTIONS ARE 25 FEET UNLESS OTHERWISE DESIGNATED.
8. ALL STREETS TO BE PRIVATE, TO BE OWNED AND MAINTAINED BY THE OWNERS.
9. STREET LIGHTS TO BE PROVIDED BY THE DEVELOPER AT A LEVEL TO EXCEED THE MINIMUM STANDARD PROVIDED BY THE CITY OF DECATUR ON COMPARABLE PUBLIC STREETS. ALL STREET LIGHTS TO BE PRIVATELY OWNED.

DRAINAGE STATEMENT

We, the undersigned respectively a Registered Professional Engineer and the Owner or Owners of the land subdivided hereby or the duly authorized attorney of such owner or owners, state that to the best of our knowledge and belief the drainage of the surface waters will not be changed by the construction of such subdivision or any part thereof, or that if such surface water drainage is changed, reasonable provision has been made for the collection and diversion of surface waters into public areas, or drains which the subdivider or subdividers have a right to use, and that such surface waters will be planned for in accordance with the generally accepted engineering practices so as to reduce the likelihood of damage to the adjoining property because of the construction of the subdivision.

Phillip W. Cochran
Owner

Phillip W. Cochran
Illinois Registered Professional Engineer
No. 32393



SITE DATA

TOTAL AREA - LOTS	37.176 AC.
TOTAL AREA - RIGHT OF WAY	0.437 AC.
TOTAL AREA -	37.613 AC.

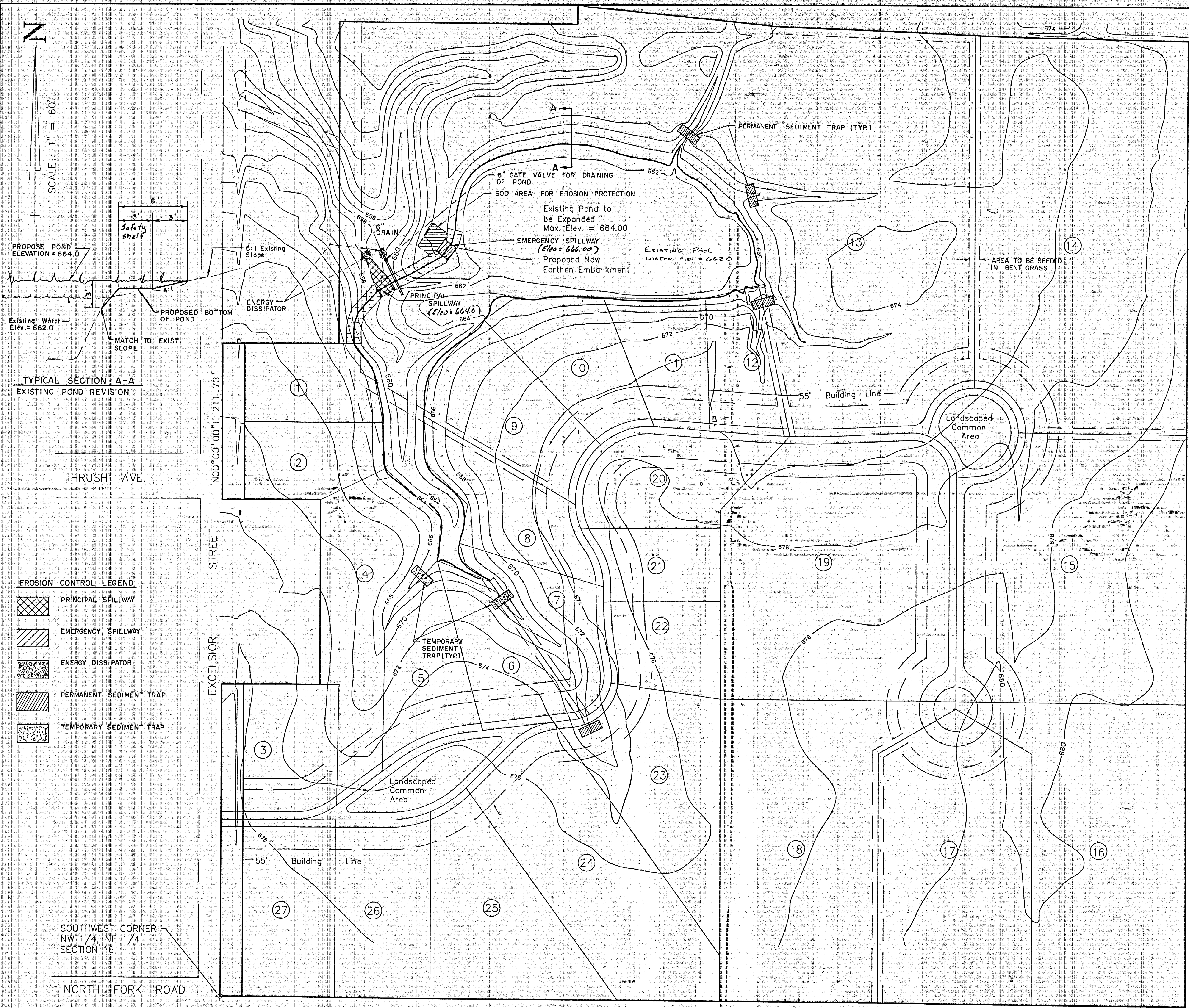
BENCHMARK : NORTH RIM
SANITARY MANHOLE @ EXCELSIOR ST.
ELEVATION = 657.28

PRELIMINARY PLAT

TIMBERLAKE

PLUC phillip w. cochran consulting engineer
270 west prairie decatur, il 62523
phone (217) 422-4300 fax 422-0426

drawn by	dwm	date	2/10/99	project no.	9896
checked by	1. spm	date	2/10/99	field book no.	176
approved by	2. spm	date	2/10/99	sheet no.	2



NOTES

1. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF DECATUR STANDARD SPECIFICATIONS FOR STREETS, STORM SEWER AND SANITARY SEWER CONSTRUCTION WHERE APPLICABLE. IF CITY OF DECATUR STANDARD SPECIFICATIONS DO NOT COVER ANY ITEMS OF WORK, ALL WORK SHALL BE DONE IN ACCORDANCE WITH WITH STATE OF ILLINOIS STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION, LATEST REVISION AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. MACON COUNTY SOIL AND WATER CONSERVATION TO DESIGN NEW EARTHEN EMBANKMENT AND OUTLET.

EROSION CONTROL NOTES

1. A 50' grassed buffer will be maintained around pond perimeter.
2. Earthen embankment, principal spillway, emergency spillway, and energy dissipater will be sized according to hydrology and will meet USDA-NRCS Standard 378 in Section 4 of the USDA-NRCS Technical Guide. A drain shall be installed through earthen embankment to allow for de-watering of pond for maintenance purposes.
3. Permanent sediment traps will be constructed in the specified areas prior to any development. Traps shall allow for de-watering of basin to prevent standing water. The sediment traps temporary pool area shall be seeded to permanent vegetation. Traps shall be maintained throughout construction phase and an operation and maintenance program will be in place throughout the life of the addition.
4. Temporary sediment traps shall be installed in specified areas prior to any development. Traps shall be maintained throughout construction phases to prevent failure. The traps shall be checked after each significant rainfall event to make sure they are functioning properly.
5. All drainage ways shall be seeded to permanent grass vegetation after final grading. Excessor matting shall be installed in drainage ways to control velocities until vegetation has been established.
6. Each individual lot shall maintain a grass buffer during development of no less than 20' or they may use Silt fence installed according to Macon County SWCD. Denuding of vegetation shall be kept to a minimum during the development of the lot. Other erosion control measures may be required on a site specific basis.
7. Macon County SWCD may assist developer and/or lot owners with erosion control measures.
8. Walkways shall use Bent grass or some other form of turfgrass that will survive in high traffic areas and frequent mowing. The United States Golf Association (USGA) has done over twenty years of research on the benefits of turfgrass for erosion control and environmental benefits. The USGA found that turfgrasses benefit our communities and the environment by:
 - Reducing loss of topsoil from wind and water erosion, absorbing and filtering rain and runoff water
 - Recharging ground and surface water
 - Captures and cleans runoff water from urban areas
 - Improves the soil and restores damaged areas
 - Improves air quality and moderates temperature
 - Reduces noise, glare and visual pollution

EROSION CONTROL PLAN

BENCHMARK : NORTH RIM
SANITARY MANHOLE @ EXCELSIOR ST.
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**TOPOGRAPHIC PLAN
TIMBERLAKE**

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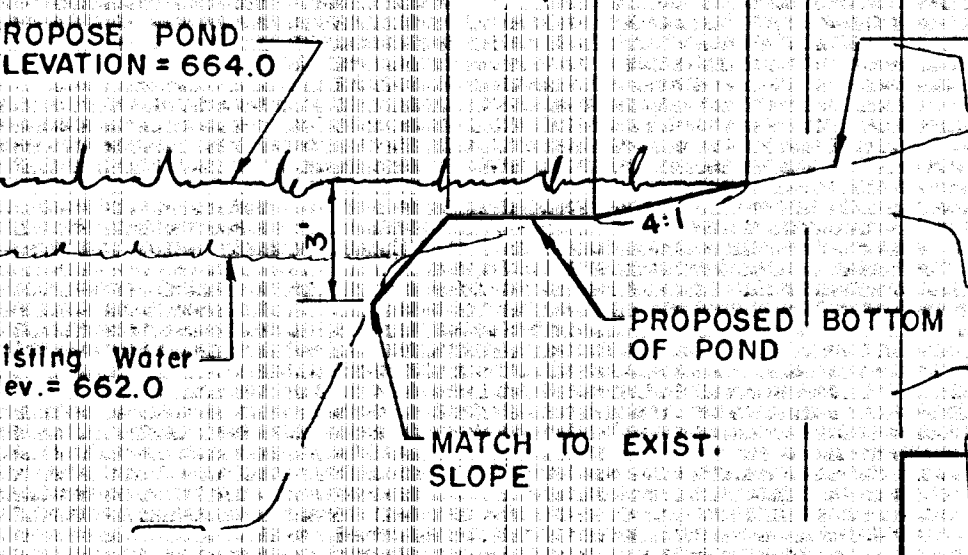
drawn by	dwm	REVISIONS			project no.	
		No.	BY	DATE		DESCRIPTION
date	2/10/99	1	SPM	3/10/99	Remove Note 3 + Add Em	9896
checked by		2	SPM	4/8/99	Delete Lot 28 + Add Em	176
date		3	SPM	4/15/99	Add pond embankment (664)	
apprvd. by		4	SPM	4/29/99	TYP. SEC. A-A POND	3
date		5 - W.C. 4/5/99 Range see A-A Pond				

SOUTHWEST CORNER
NW 1/4, NE 1/4
SECTION 16

NORTH FORK ROAD

- EROSION CONTROL LEGEND**
- PRINCIPAL SPILLWAY
 - EMERGENCY SPILLWAY
 - ENERGY DISSIPATOR
 - PERMANENT SEDIMENT TRAP
 - TEMPORARY SEDIMENT TRAP

**TYPICAL SECTION A-A
EXISTING POND REVISION**



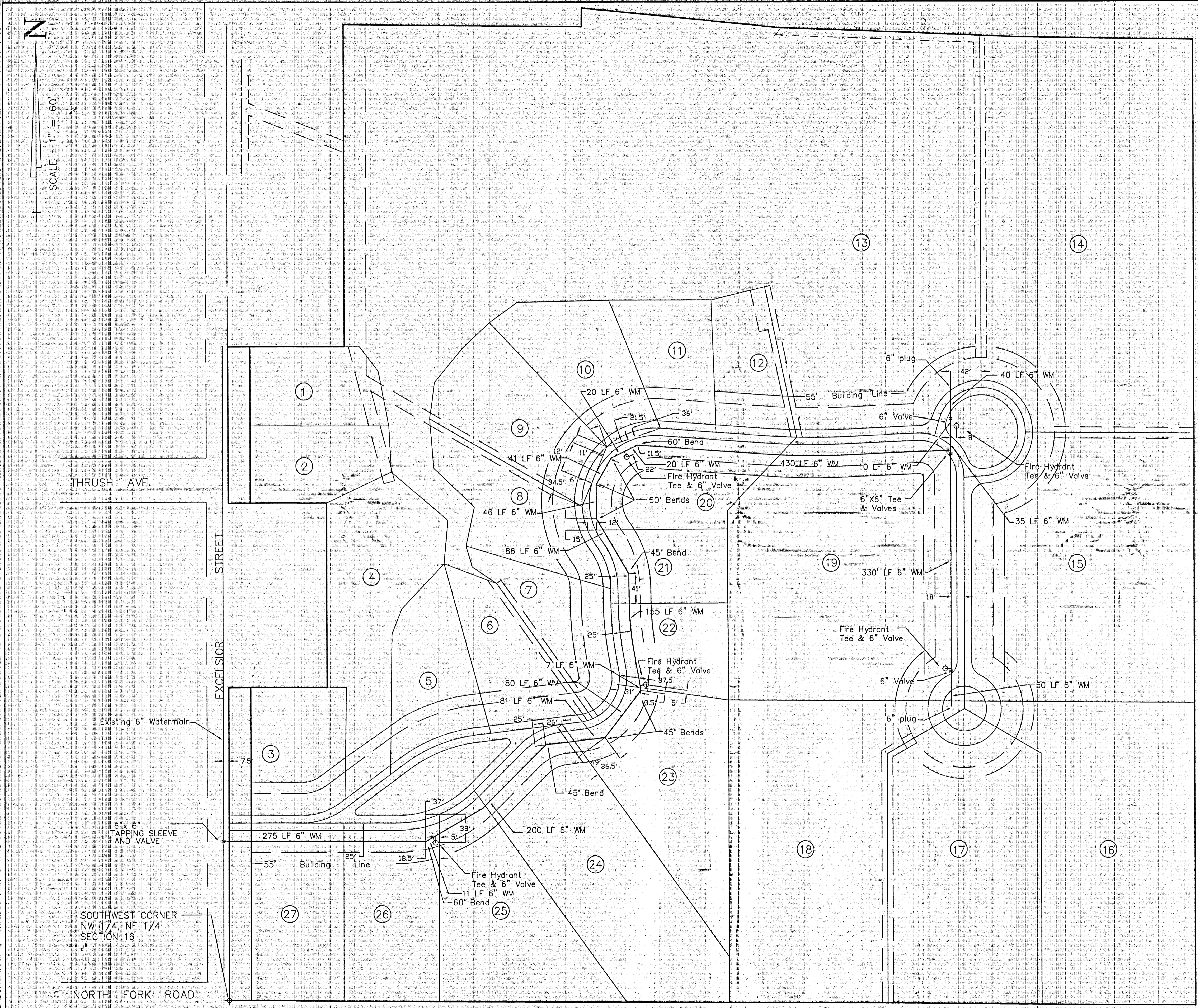
SCALE : 1" = 60'



SCALE: 1" = 60'

NOTES

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2. ALL TRENCHES WITHIN TWO (2) FEET OF A PAVED SURFACE SHALL BE BACKFILLED WITH CA-6 MATERIAL.
3. EACH LOT SHALL BE SERVED WITH A 1 INCH COPPER SERVICE LEAD.



BENCHMARK : NORTH RIM
SANITARY MANHOLE @ EXCELSIOR ST.
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WATERMAIN PLAN
TIMBERLAKE

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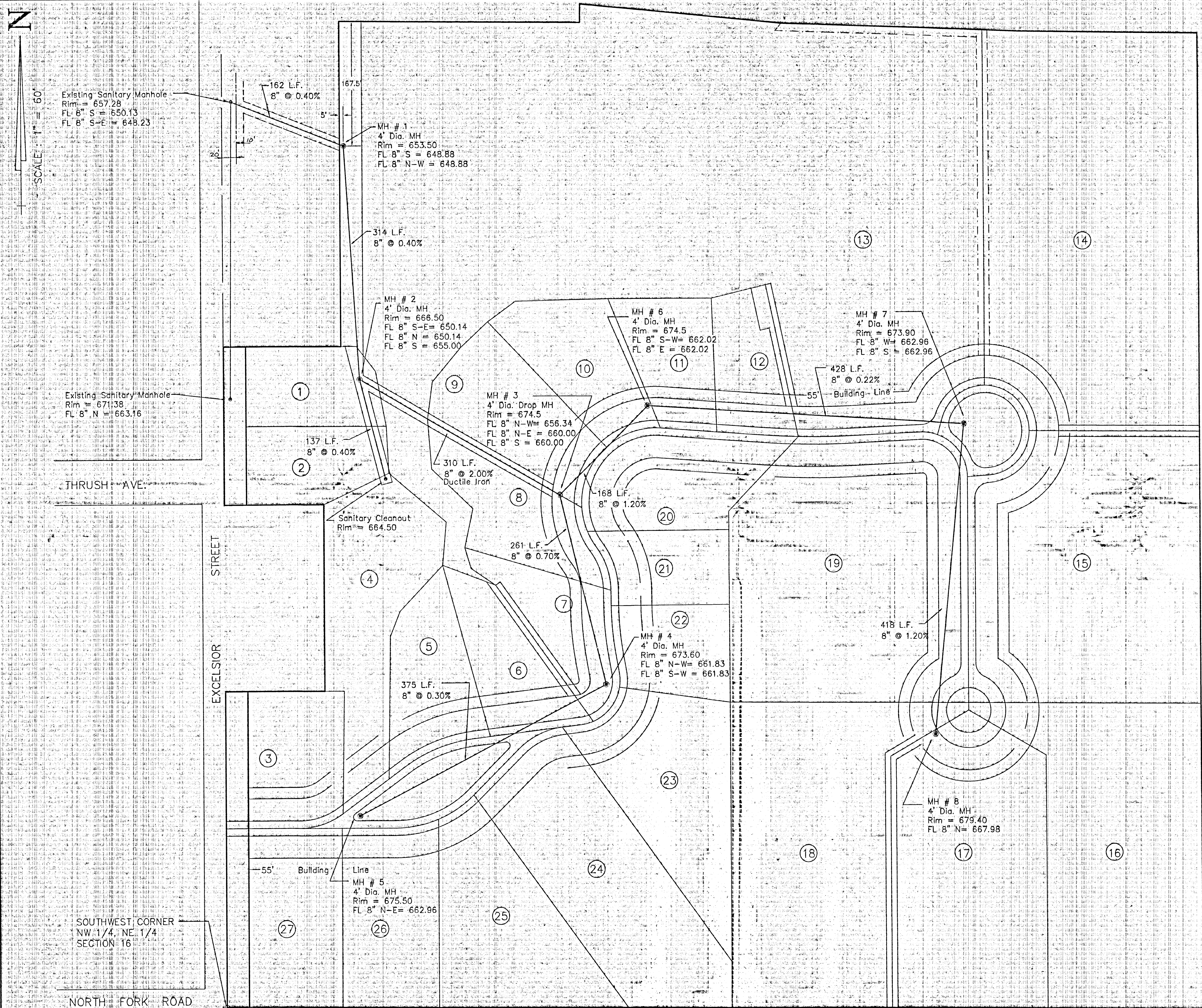
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date	2/8/99		9896
checked by	1 spm	DATE	field book no.
date	2 spm	DESCRIPTION	176
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date			4

THRUSH AVE.

EXCELSIOR STREET

SOUTHWEST CORNER
NW 1/4, NE 1/4
SECTION 16

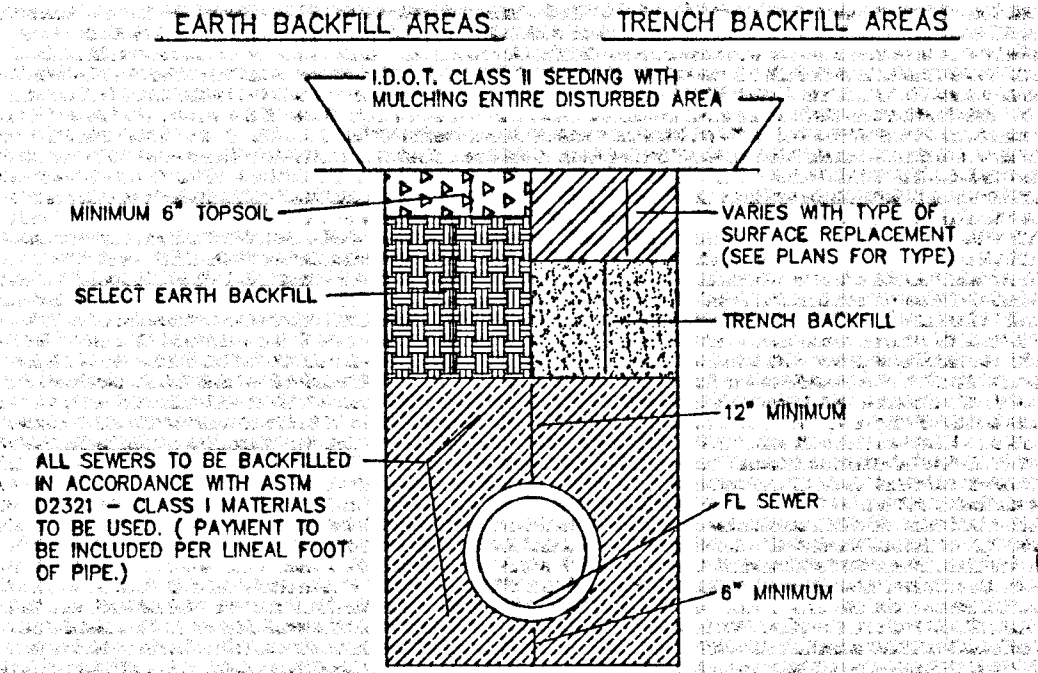
NORTH FORK ROAD



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- ALL TRENCHES WITHIN TWO (2) FEET OF A PAVED SURFACE SHALL BE BACKFILLED WITH CA-6 MATERIAL.
- EACH LOT SHALL BE SERVED WITH A FOUR (4) INCH SERVICE LEAD.
- ALL SANITARY SEWER SHALL BE BEDDED AND BACKFILLED IN ACCORDANCE WITH ASTM 2321, CLASS I REQUIREMENTS.
- MATERIAL SPECIFICATIONS FOR SANITARY SEWER
 - A) PIPE - TRUSS - ASTM 2680
 - B) JOINTS - SOLVENT WELD - ASTM D2564 & ASTM D2855
 - C) MANHOLES - 4' DIAMETER Conc. W/ TYPE 1 FRAME, CLOSED LID
- ALL MANHOLES TO BE TESTED BY INFILTRATION METHOD.
- ALL PIPE TO BE TESTED USING AIR AND DEFLECTION TESTING AS PER STANDARD SPECIFICATIONS.
- ALL SEWER AND WATER SEPARATION TO MEET SECTION 41-2.01 OF THE STANDARD SPECIFICATIONS.

TYPICAL SECTION SEWER



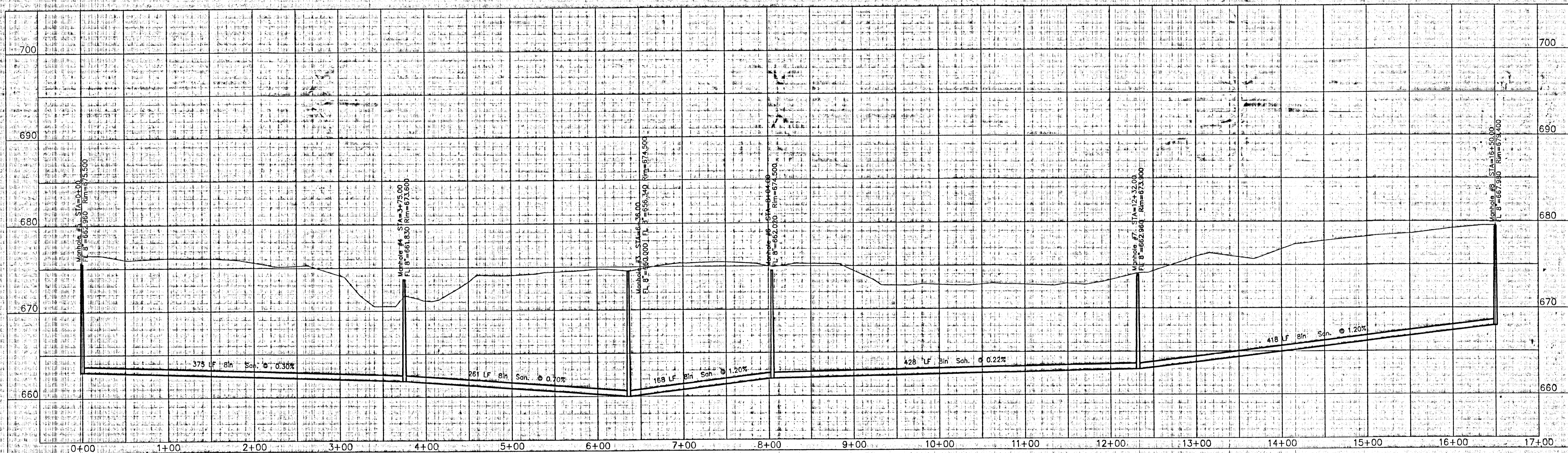
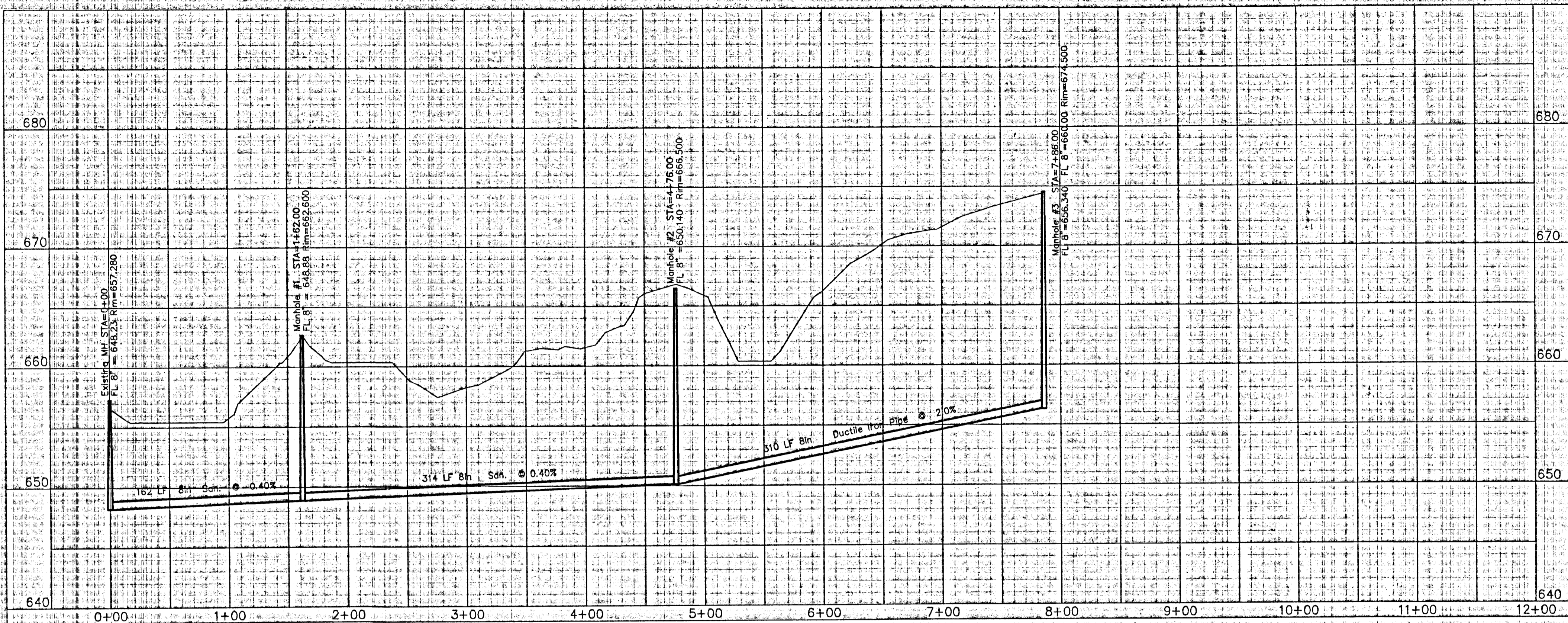
BENCHMARK: NORTH RIM
SANITARY MANHOLE @ EXCELSIOR ST.
ELEVATION = 657.28

**SANITARY SEWER PLAN
TIMBERLAKE**

PWCC		phillip w. cochran consulting engineer 270 west prairie decatur, il 62523 phone (217) 422-4300 fax 422-0426	
drawn by dwm	date 2/10/99	project no.	9396
checked by	1 sm 3/16/99	field book no.	176
date	2 sm 1/6/99	sheet no.	5
apprv. by			
date			

SCALE

HORZ. 1"=60'
VERT. 1"=6'

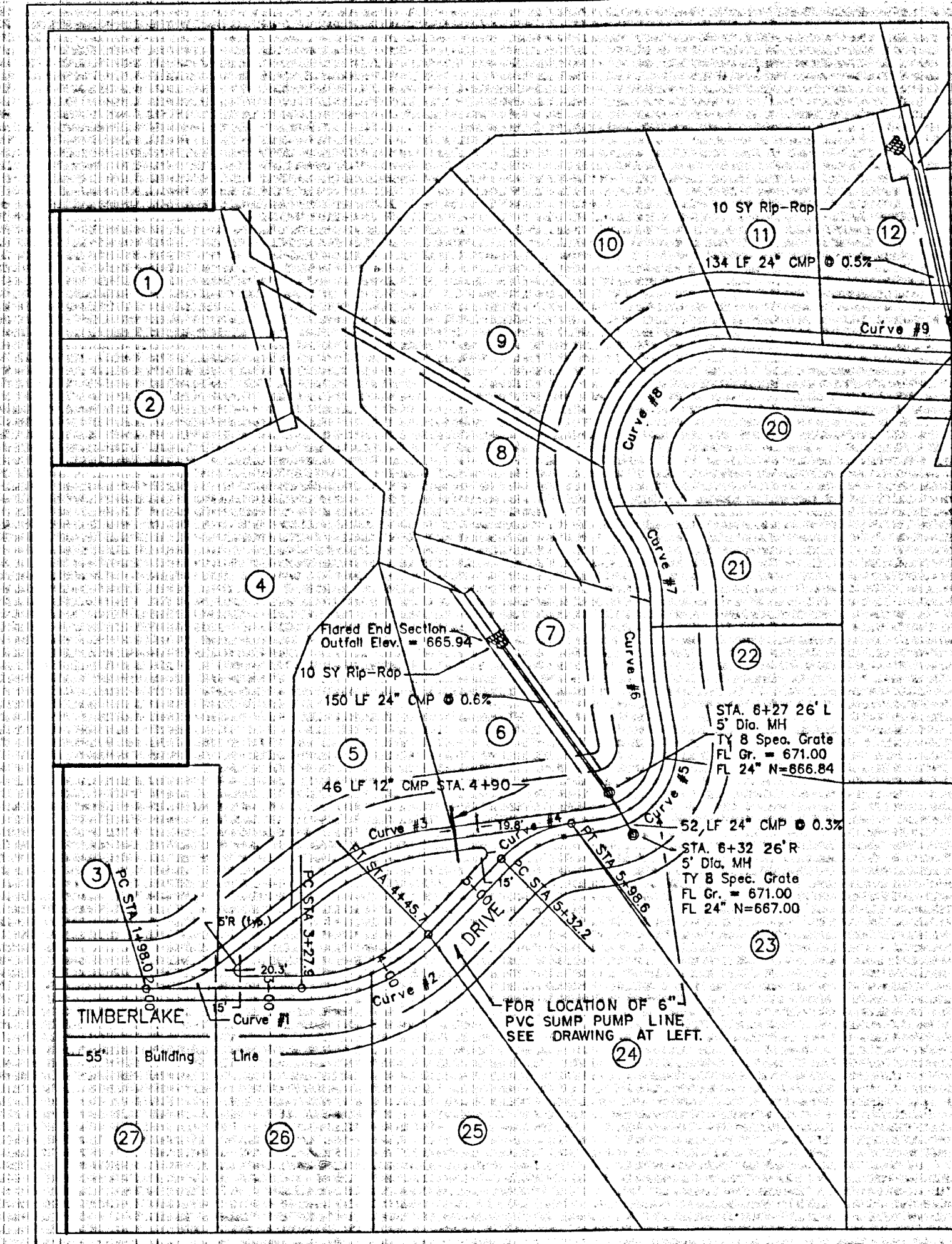
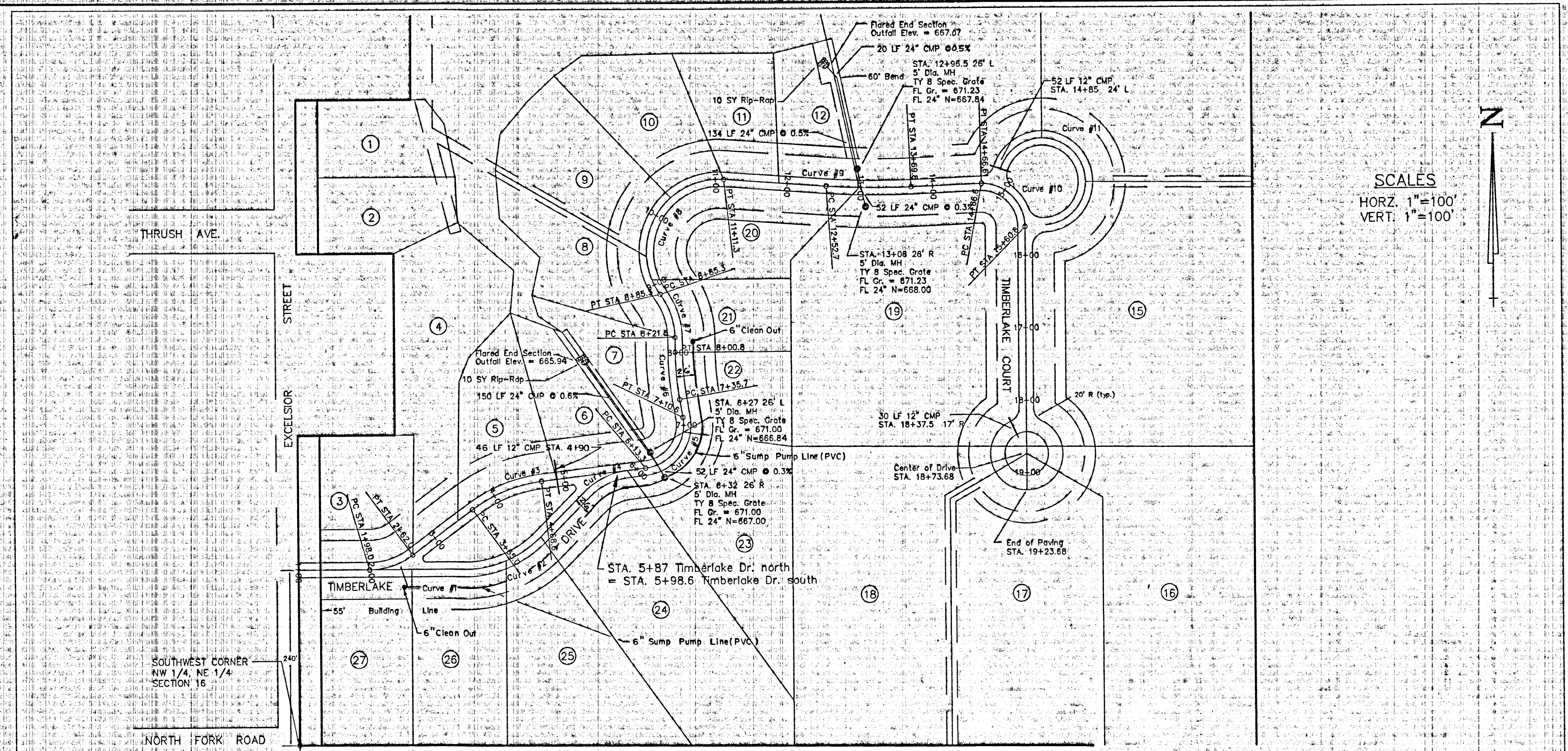


BENCHMARK : NORTH RIM
SANITARY MANHOLE @ EXCELSIOR ST.
ELEVATION = 657.28

SANITARY SEWER PROFILE TIMBERLAKE

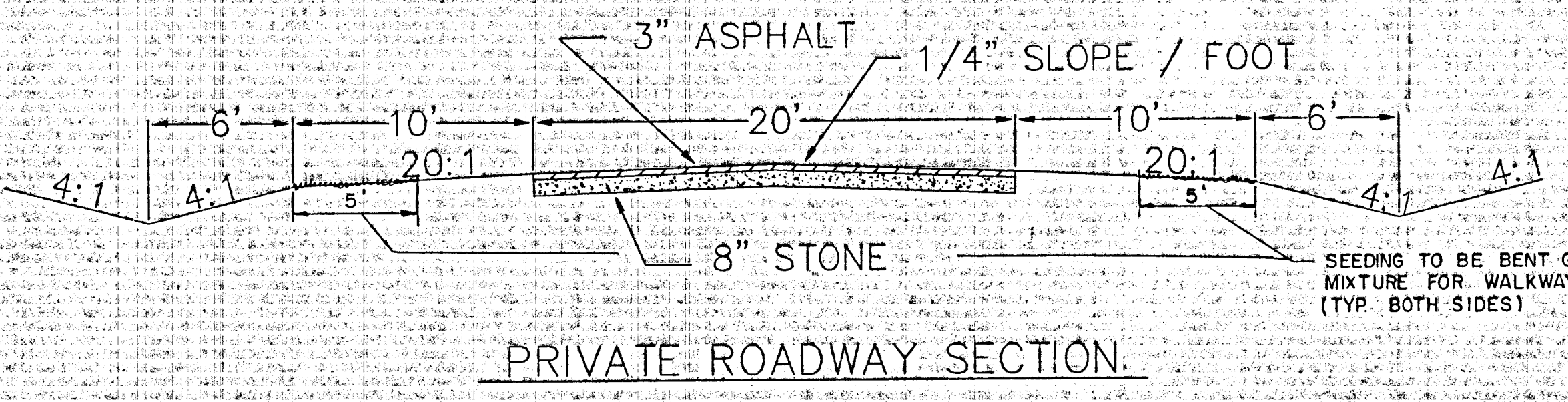
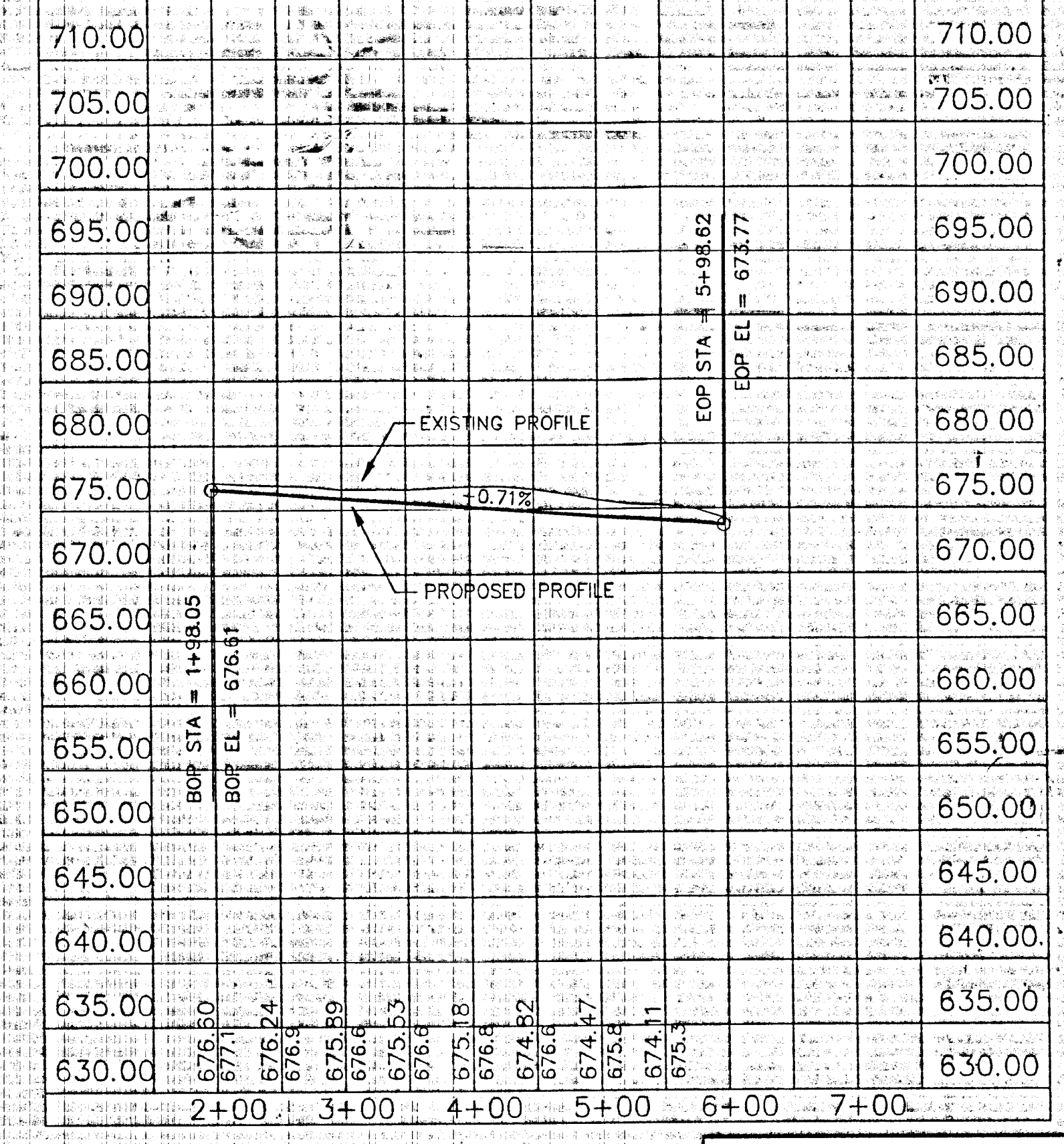
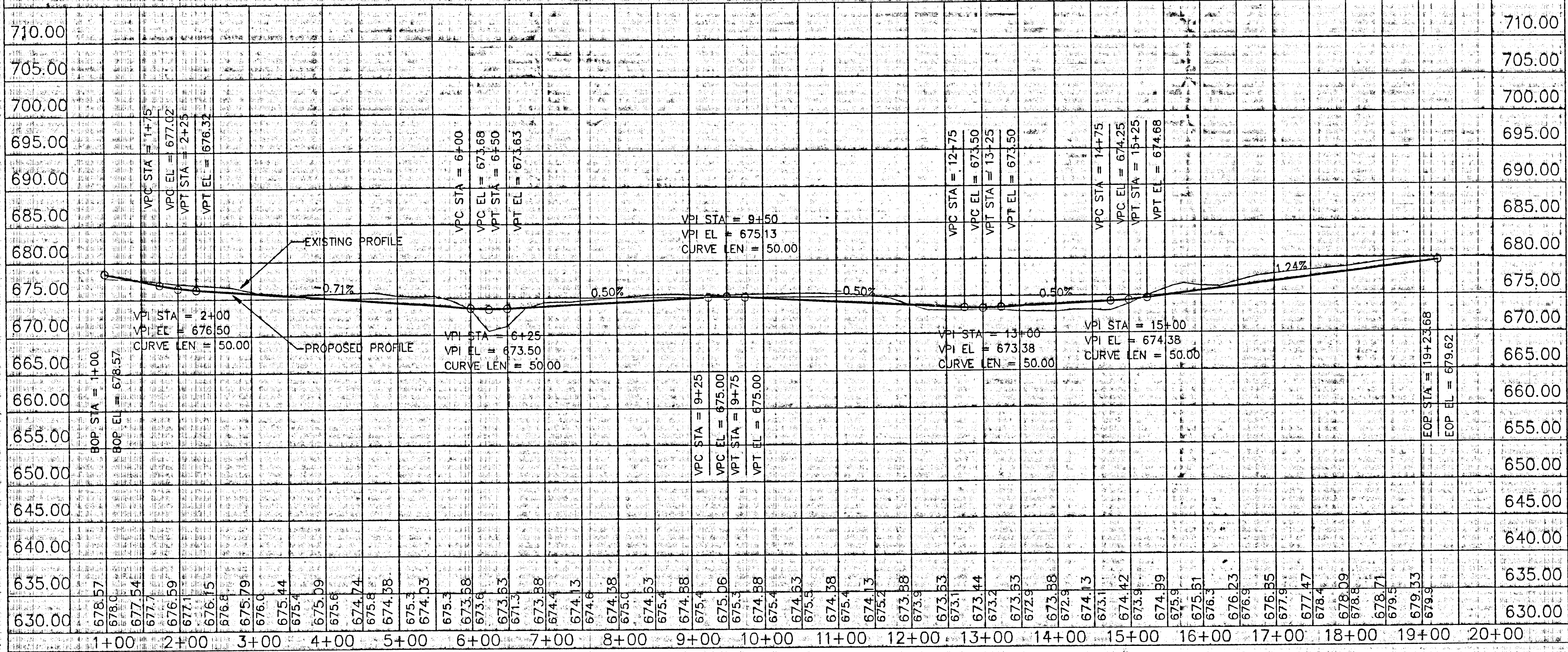
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date	2/10/99	No.	BY DATE DESCRIPTION	9896
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date				176
apprvd. by				sheet no.
date				6



CURVE # 1 D = 36°58'13" R = 100.00' C = 62.85' L = 63.94' T = 33.11'	CURVE # 2 D = 45°00'00" R = 150.00' C = 114.81' L = 117.81' T = 62.13'
CURVE # 3 D = 29°40'28" R = 200.00' C = 102.43' L = 103.58' T = 52.98'	CURVE # 4 D = 38°02'15" R = 100.00' C = 65.18' L = 66.39' T = 34.47'
CURVE # 5 D = 92°53'08" R = 60.00' C = 86.96' L = 97.27' T = 63.10'	CURVE # 6 D = 09°19'09" R = 400.00' C = 64.99' L = 65.06' T = 32.60'
CURVE # 7 D = 36°23'32" R = 100.40' C = 62.70' L = 63.77' T = 33.00'	CURVE # 8 D = 129°29'24" R = 100.00' C = 180.88' L = 226.00' T = 211.98'
CURVE # 9 D = 06°42'35" R = 1000.00' C = 117.04' L = 117.11' T = 58.62'	CURVE # 10 D = 89°43'44" R = 60.00' C = 84.65' L = 93.96' T = 59.72'
CURVE # 11 D = 249°58'37" R = 60.00' C = 98.31' L = 261.78' T = 85.73'	

SCALES
HORZ. 1"=100'
VERT. 1"=100'



BENCHMARK: NORTH RIM
SANITARY MANHOLE @ EXCELSIOR ST.
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PLAN / PROFILE
TIMBERLAKE

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topo by dwm	date 2/10/99	REVISIONS	project no. 9896
plan by		No. BY DATE DESCRIPTION	field book no. 176
checked by		2. spm 1/16/01 Rev. Private Roadway Section	sheet no. 7

STANDARD DESIGN PRECAST REINFORCED CONCRETE FLAT SLAB-TOP FOR MANHOLES AND CATCH BASINS

SECTION A-A
SECTION B-B

OPTIONAL WELDED WIRE FABRIC REINFORCEMENT
OPTIONAL RE-BAR REINFORCEMENT

ALTERNATE JOINT CONFIGURATIONS

JOINT TYPE	REINFORCEMENT	REMARKS
1. JOINT WITH REINFORCING BARS	REINFORCING BARS	REINFORCING BARS SHALL BE LAP SPICED WITH 100% LAP AND SHALL BE DEVELOPED AS REQUIRED BY THE ENGINEER.
2. JOINT WITH WELDED WIRE FABRIC	WELDED WIRE FABRIC	WELDED WIRE FABRIC SHALL BE LAP SPICED WITH 100% LAP AND SHALL BE DEVELOPED AS REQUIRED BY THE ENGINEER.
3. JOINT WITH REINFORCING BARS AND WELDED WIRE FABRIC	REINFORCING BARS AND WELDED WIRE FABRIC	REINFORCING BARS SHALL BE LAP SPICED WITH 100% LAP AND SHALL BE DEVELOPED AS REQUIRED BY THE ENGINEER. WELDED WIRE FABRIC SHALL BE LAP SPICED WITH 100% LAP AND SHALL BE DEVELOPED AS REQUIRED BY THE ENGINEER.

NOTES:
1. THE FLAT SLAB TOP MAY BE USED IN LIEU OF THE TYPICAL TOP SHOWN IN STANDARDS 2010, 2012, 2013 AND 2014 IF THE DESIGNER DETERMINES THAT THE FLAT SLAB TOP WILL PROVIDE THE SAME LEVEL OF PERFORMANCE AS THE TYPICAL TOP SHOWN IN STANDARDS 2010, 2012, 2013 AND 2014.
2. JOINT CONFIGURATION AND DIMENSIONS SHALL MATCH AND FIT THE MANHOLE JOINT DETAIL SHOWN IN STANDARDS 2010, 2012, 2013 AND 2014.
3. LIFTED SEWER STUBS THAT SHOW ARE TO BE USED UPON APPROVAL BY THE ENGINEER.
4. ALL MANHOLE JOINTS IN THE STRUCTURE SHALL BE SEALED USING FLEXIBLE MORTAR OR APPROVED EQUAL. ALL MANHOLE JOINTS SHALL BE SEALED USING FLEXIBLE MORTAR OR APPROVED EQUAL. ALL MANHOLE JOINTS SHALL BE SEALED USING FLEXIBLE MORTAR OR APPROVED EQUAL. ALL MANHOLE JOINTS SHALL BE SEALED USING FLEXIBLE MORTAR OR APPROVED EQUAL.

STANDARD # 2100

STANDARD DESIGN DRIVEWAY & STREET CROSSINGS

TYPICAL SECTION

EXISTING PAVEMENT	REPLACEMENT MATERIALS
SLAB	300 (9') APPROXIMATE SERVICE COURSE IV, B
ASPHALT TREATMENT	51 (2") CLASS ASPHALT
FLEXIBLE BASE PAVEMENTS	127 (3") BITUMINOUS ASPHALT MATERIAL
ROAD PAVEMENTS	P.E. CONC. SUB OR PAVEMENT 21 (6") POWER BASE OR EQUIVALENT. SEE STANDARD 2010.

NOTE:
THE PAVEMENT REPLACEMENTS SHOWN ABOVE ARE UNLESS THE EXISTING PAVEMENT CROSS SECTION SHALL DETAIL THE EXACT THICKNESSES WHEN GREATER THAN SHOWN ABOVE.

STANDARD # 1050

STANDARD DESIGN PAVEMENT REPLACEMENT

CONSTRUCTION PROCEDURE-RIGID PAVEMENTS

1. THE FINAL CUT LINE SHALL BE CUT WITH A CHISEL OR SAW CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.
2. THE FINAL CUT LINE SHALL BE CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.
3. THE FINAL CUT LINE SHALL BE CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.

NOTE:
AFTER A PAVEMENT HAS BEEN REPLACED, THE PRESENCE OF THE JOINT SHALL BE SEALED BY AN APPLICATION OF BITUMINOUS SEAL.

STANDARD # 1080

STANDARD DESIGN STANDARD DESIGN MANHOLE

CONSTRUCTION PROCEDURE-RIGID PAVEMENTS

1. THE FINAL CUT LINE SHALL BE CUT WITH A CHISEL OR SAW CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.
2. THE FINAL CUT LINE SHALL BE CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.
3. THE FINAL CUT LINE SHALL BE CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.

NOTE:
AFTER A PAVEMENT HAS BEEN REPLACED, THE PRESENCE OF THE JOINT SHALL BE SEALED BY AN APPLICATION OF BITUMINOUS SEAL.

STANDARD # 2000

STANDARD DESIGN MANHOLE DESIGN MANHOLE DETAILS

SECTIONAL PLAN CHANGE IN SEWER SIZE
SECTIONAL PLAN 90° BEND IN SEWER

SECTION A-A
SECTION B-B

NOTES:
1. WHENEVER POSSIBLE, SEWER PIPE SHALL BE LAD THROUGH THE MANHOLE AND THE TOP SHOULD BE TO THE SPRAWLING TO FORM A CONTINUOUS INVERT THROUGH THE MANHOLE.
2. AT MANHOLES WHERE THERE IS A CHANGE IN DIRECTION AND/OR PIPE SIZE, THE MANHOLE INVERT SHALL BE SHAVED WITH CONCRETE FILL TO OBTAIN CHANGE OF ELEVATION, DIMETER, AND/OR MATERIAL.
3. MANHOLE INVERTS SHALL BE SMOOTHLY SHAPED TO SHAVE AS TO REMOVE ALL INTERFERENCE.
4. CONNECTION OF SEWER PIPE TO MANHOLE SHALL BE MADE IN SUCH A MANNER AS TO PREVENT SEWER PIPE FROM BEING DAMAGED BY THE DISCHARGE.
5. WHEREVER POSSIBLE, SEWER PIPE SHALL BE LAD AS TO MATCH THE INVERTS.

STANDARD # 2010

STANDARD DESIGN DROP STACK

TYPICAL DROP CONNECTION

1. ENTIRE CONNECTION TO BE BACKFILLED WITH TRENCH BACKFILL MATERIAL, IF ANY, TO EXISTING SURFACE.
2. BACKFILL AROUND PIPE SHALL BE IN ACCORDANCE WITH STANDARD 2050.
3. POURED CONCRETE AROUND VEHICLE PIPE SHALL BE SEALED WITH FLEXIBLE MORTAR OR APPROVED EQUAL.

STANDARD # 2030

STANDARD DESIGN CLEANOUT

TYPICAL CLEANOUT CONNECTION

1. ENTIRE CONNECTION TO BE BACKFILLED WITH TRENCH BACKFILL MATERIAL, IF ANY, TO EXISTING SURFACE.
2. BACKFILL AROUND PIPE SHALL BE IN ACCORDANCE WITH STANDARD 2050.
3. POURED CONCRETE AROUND VEHICLE PIPE SHALL BE SEALED WITH FLEXIBLE MORTAR OR APPROVED EQUAL.

STANDARD # 2040

STANDARD DESIGN TRENCH & BEDDING SANITARY SEWERS

CONSTRUCTION PROCEDURE-RIGID PAVEMENTS

1. THE FINAL CUT LINE SHALL BE CUT WITH A CHISEL OR SAW CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.
2. THE FINAL CUT LINE SHALL BE CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.
3. THE FINAL CUT LINE SHALL BE CUT TO A DEPTH OF 1/2" TO 3/4" TO REMOVE THE WEAR SURFACE WITHOUT STRUCTURAL DAMAGE TO THE PAVEMENT REMAINING.

NOTE:
AFTER A PAVEMENT HAS BEEN REPLACED, THE PRESENCE OF THE JOINT SHALL BE SEALED BY AN APPLICATION OF BITUMINOUS SEAL.

STANDARD # 2050

STANDARD DESIGN TYPICAL RISER, DETAIL

TYPICAL RISER CONNECTION

1. ENTIRE CONNECTION TO BE BACKFILLED WITH TRENCH BACKFILL MATERIAL, IF ANY, TO EXISTING SURFACE.
2. BACKFILL AROUND PIPE SHALL BE IN ACCORDANCE WITH STANDARD 2050.
3. POURED CONCRETE AROUND VEHICLE PIPE SHALL BE SEALED WITH FLEXIBLE MORTAR OR APPROVED EQUAL.

STANDARD # 2060

STANDARD DESIGN TYPICAL HOUSE STUB

TYPICAL HOUSE STUB CONNECTION

1. ENTIRE CONNECTION TO BE BACKFILLED WITH TRENCH BACKFILL MATERIAL, IF ANY, TO EXISTING SURFACE.
2. BACKFILL AROUND PIPE SHALL BE IN ACCORDANCE WITH STANDARD 2050.
3. POURED CONCRETE AROUND VEHICLE PIPE SHALL BE SEALED WITH FLEXIBLE MORTAR OR APPROVED EQUAL.

STANDARD # 2070

STANDARD DESIGN SANITARY SEWER TAPS AND PLUGS

TYPICAL SANITARY SEWER CONNECTION

1. ENTIRE CONNECTION TO BE BACKFILLED WITH TRENCH BACKFILL MATERIAL, IF ANY, TO EXISTING SURFACE.
2. BACKFILL AROUND PIPE SHALL BE IN ACCORDANCE WITH STANDARD 2050.
3. POURED CONCRETE AROUND VEHICLE PIPE SHALL BE SEALED WITH FLEXIBLE MORTAR OR APPROVED EQUAL.

STANDARD # 2071

STANDARD DESIGN TYPICAL HOUSE SERVICE LOCATION DETAILS

TYPICAL HOUSE SERVICE CONNECTION

1. ENTIRE CONNECTION TO BE BACKFILLED WITH TRENCH BACKFILL MATERIAL, IF ANY, TO EXISTING SURFACE.
2. BACKFILL AROUND PIPE SHALL BE IN ACCORDANCE WITH STANDARD 2050.
3. POURED CONCRETE AROUND VEHICLE PIPE SHALL BE SEALED WITH FLEXIBLE MORTAR OR APPROVED EQUAL.

STANDARD # 2080

STANDARD DESIGN CROSSING TILE

TYPICAL CROSSING TILE CONNECTION

1. ENTIRE CONNECTION TO BE BACKFILLED WITH TRENCH BACKFILL MATERIAL, IF ANY, TO EXISTING SURFACE.
2. BACKFILL AROUND PIPE SHALL BE IN ACCORDANCE WITH STANDARD 2050.
3. POURED CONCRETE AROUND VEHICLE PIPE SHALL BE SEALED WITH FLEXIBLE MORTAR OR APPROVED EQUAL.

STANDARD # 2090

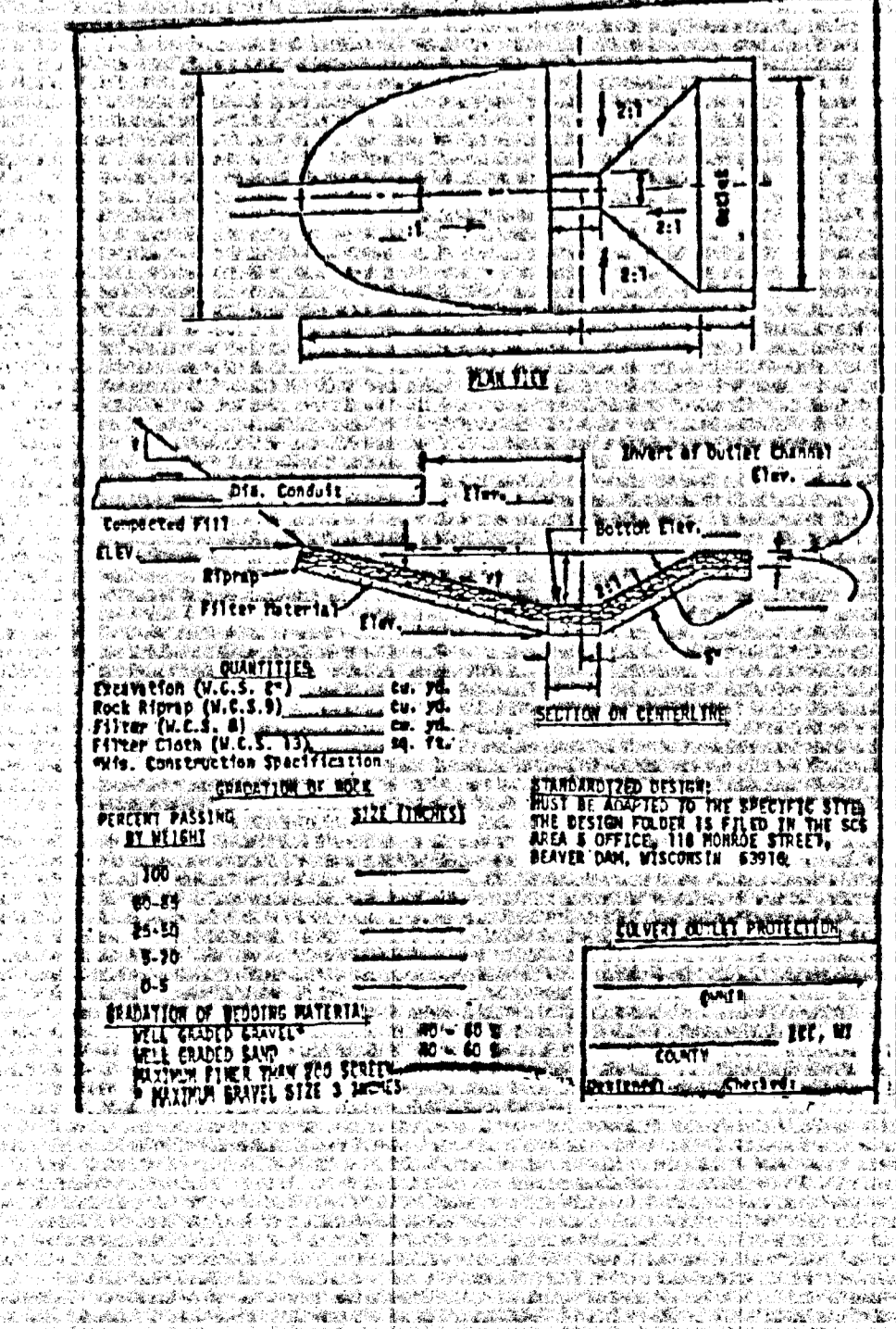
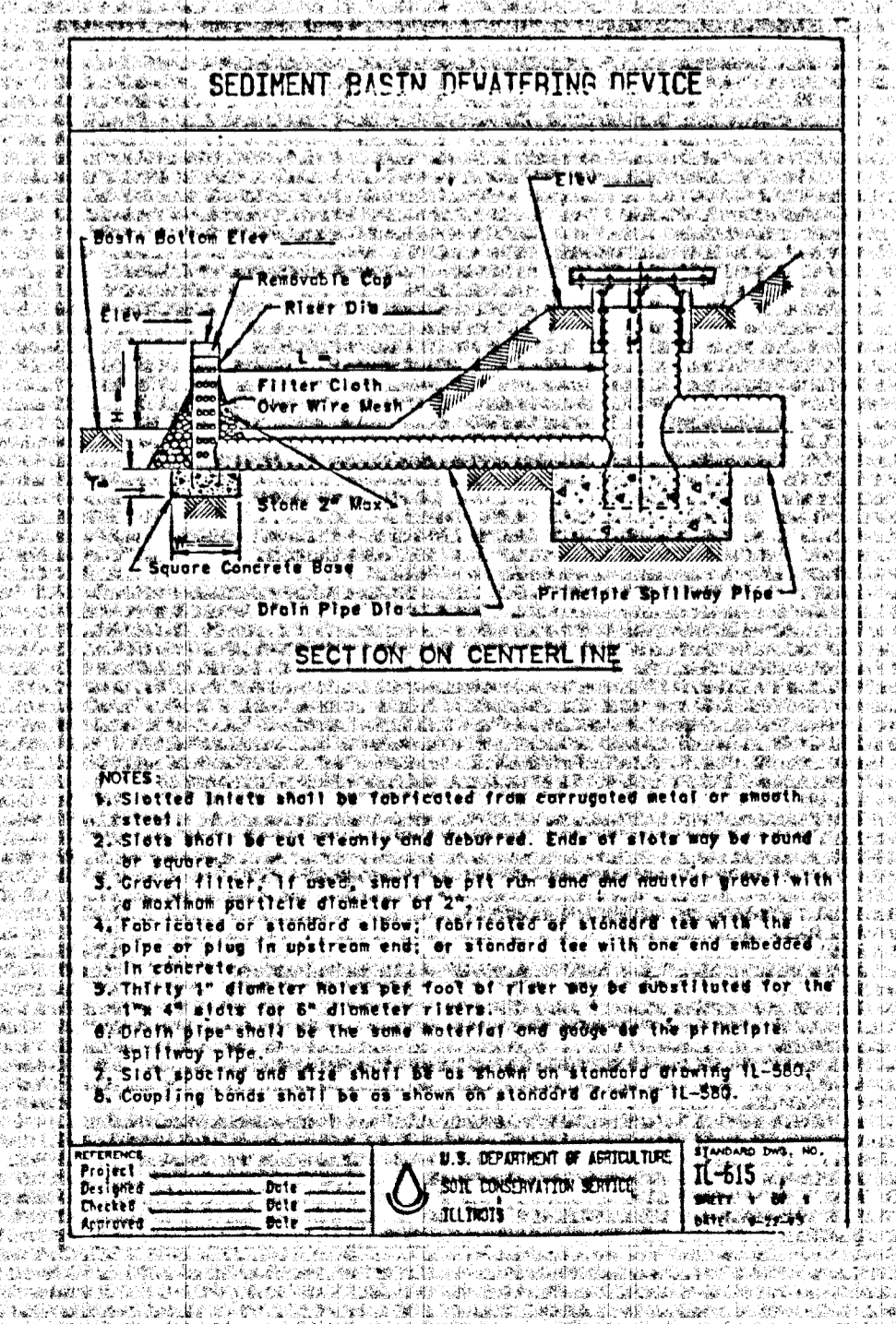
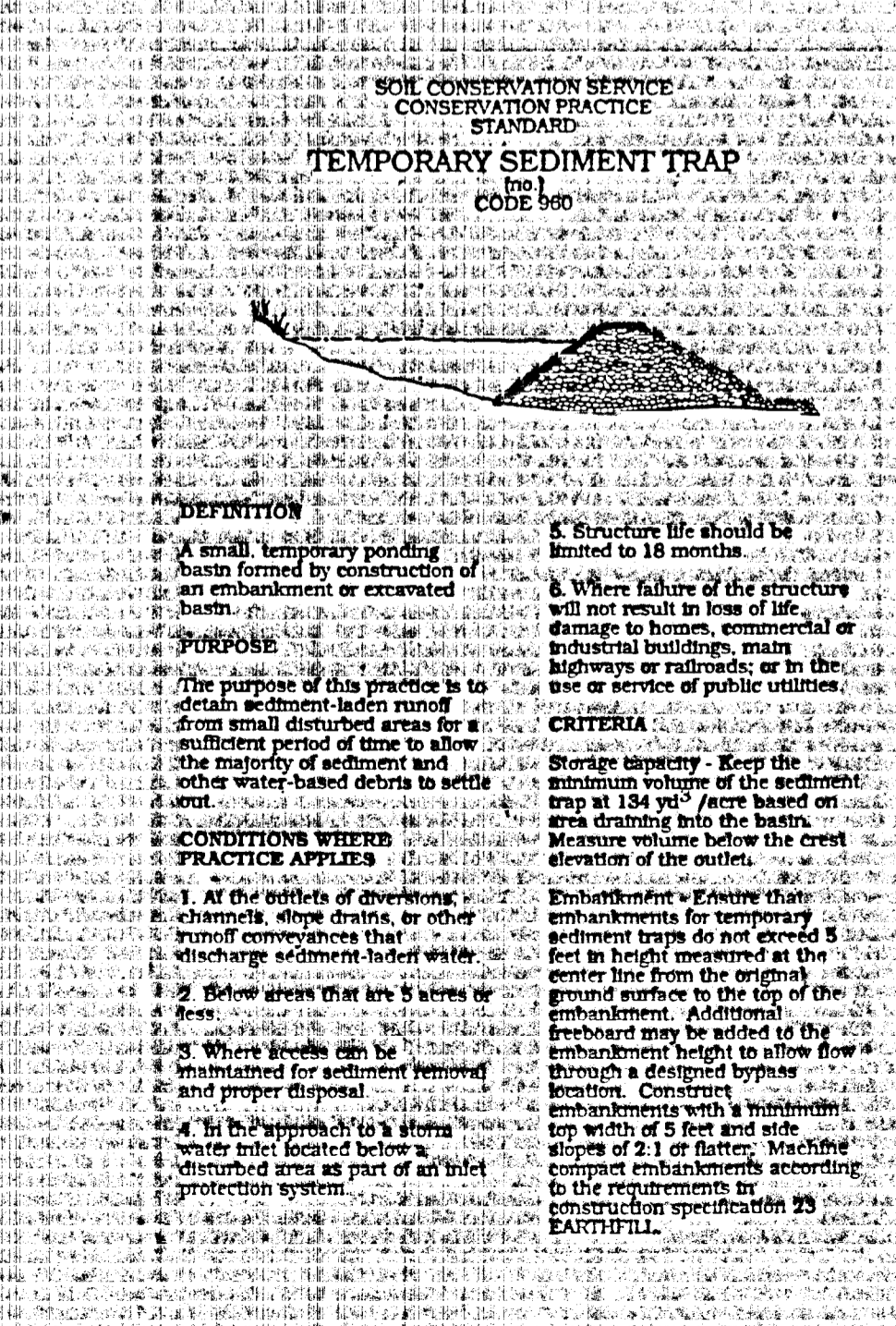
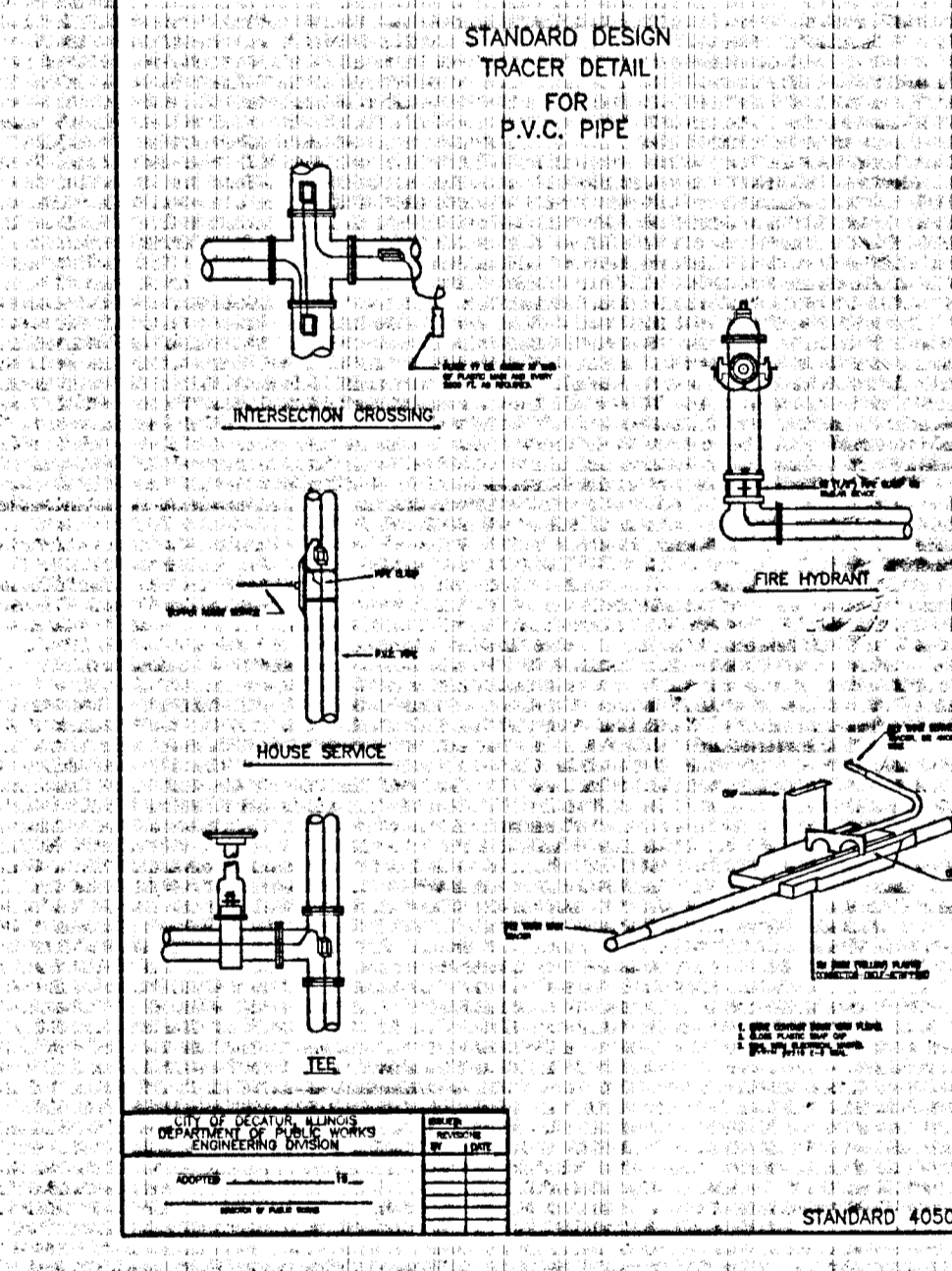
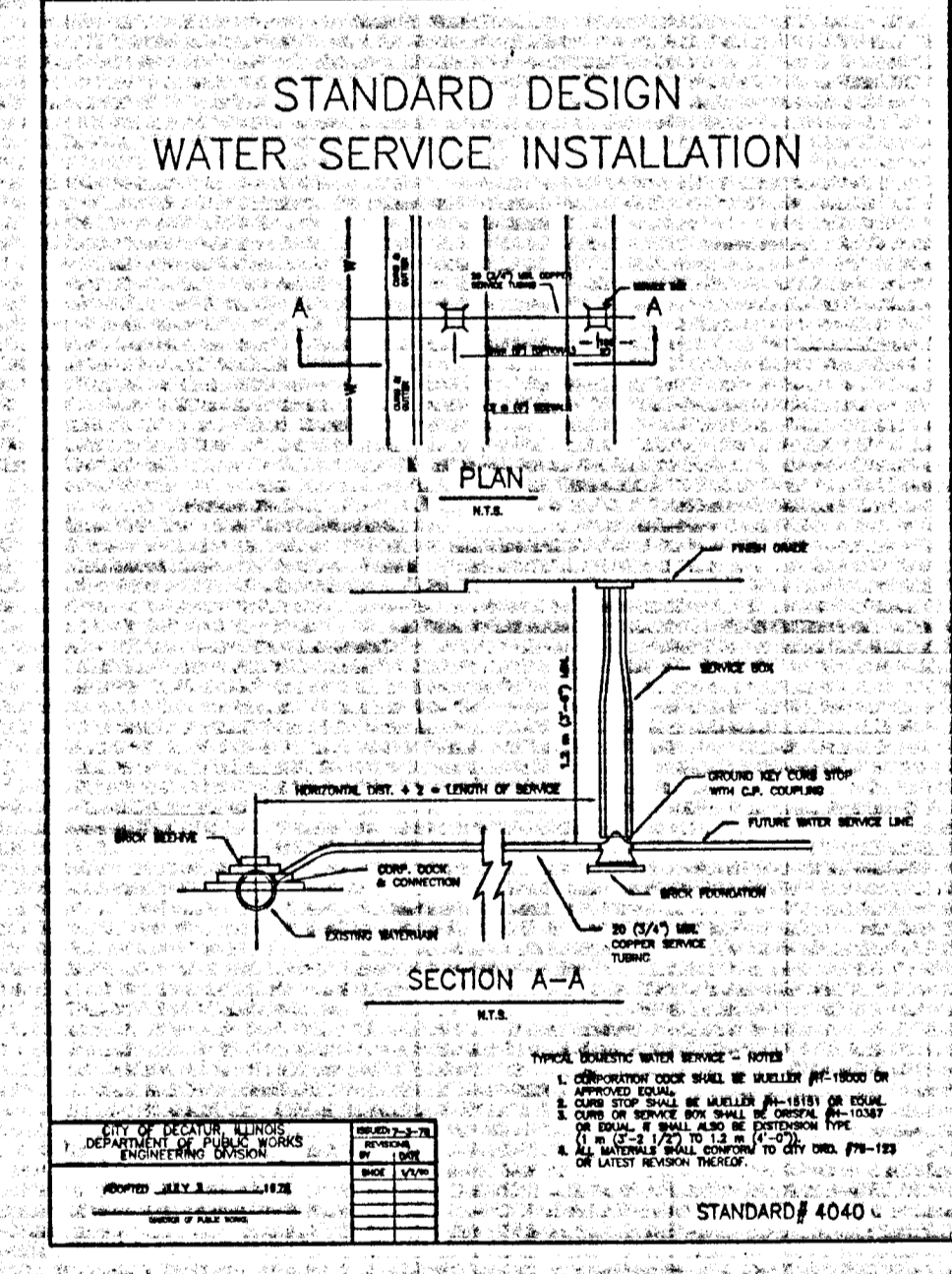
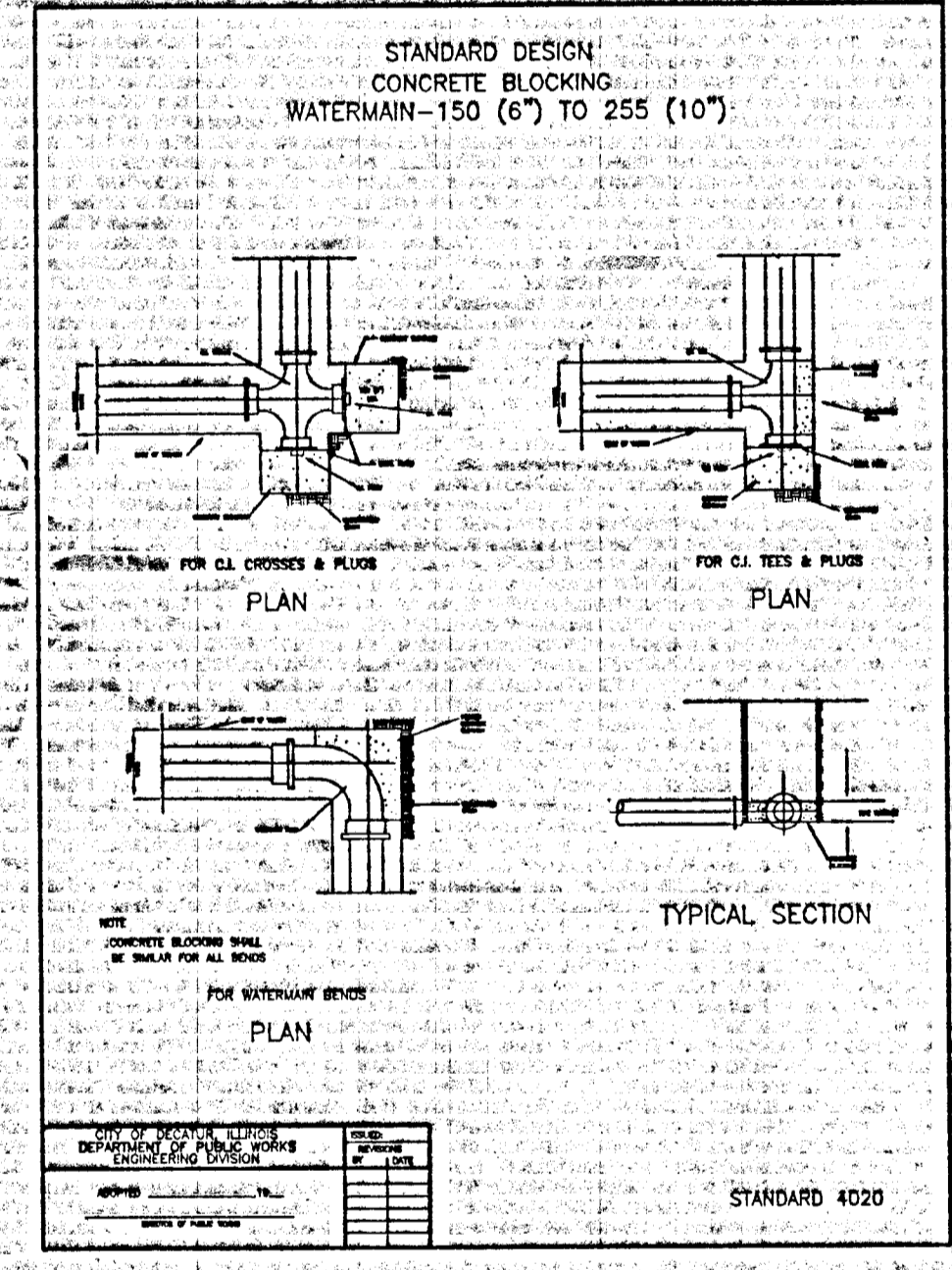
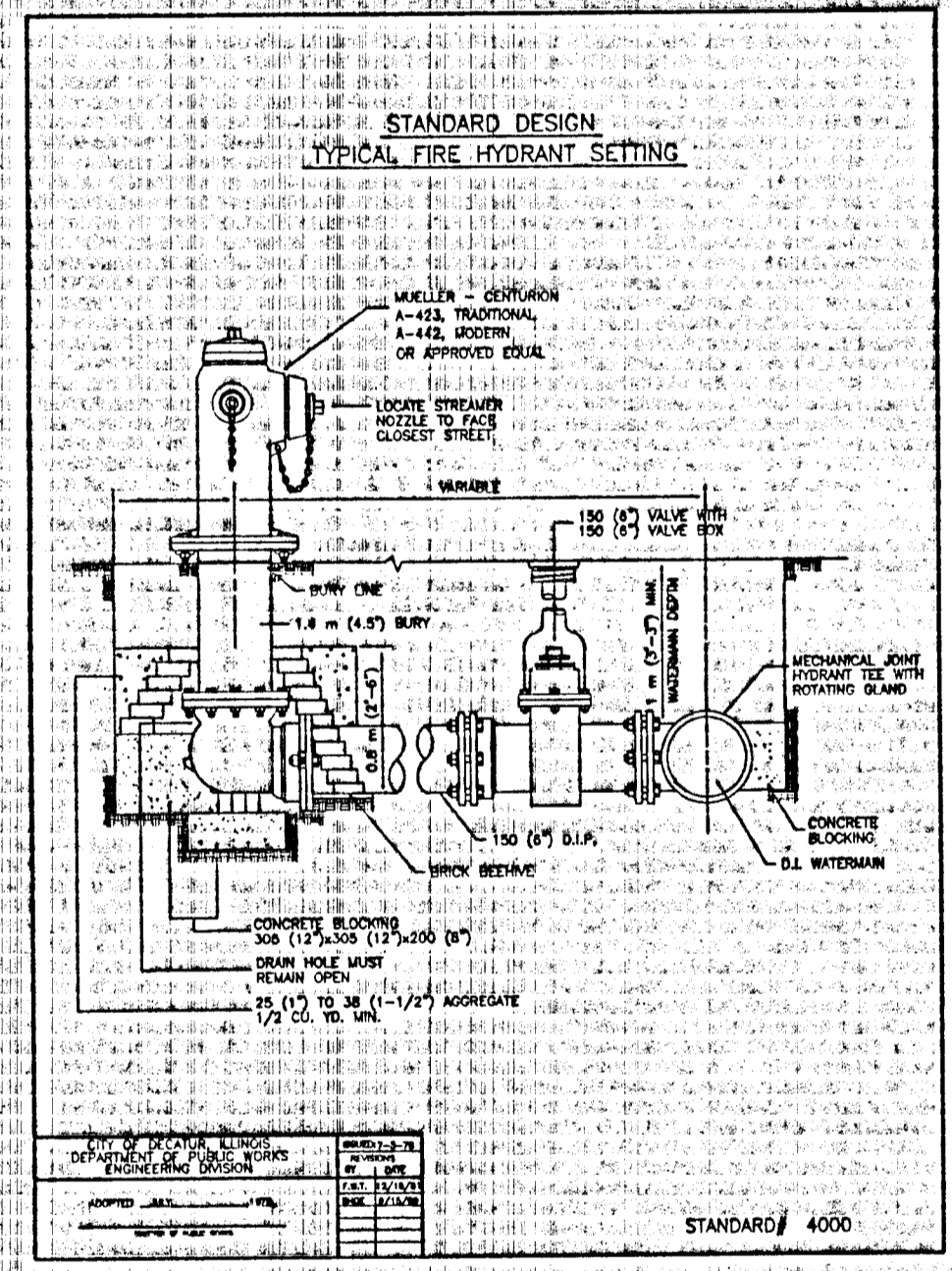
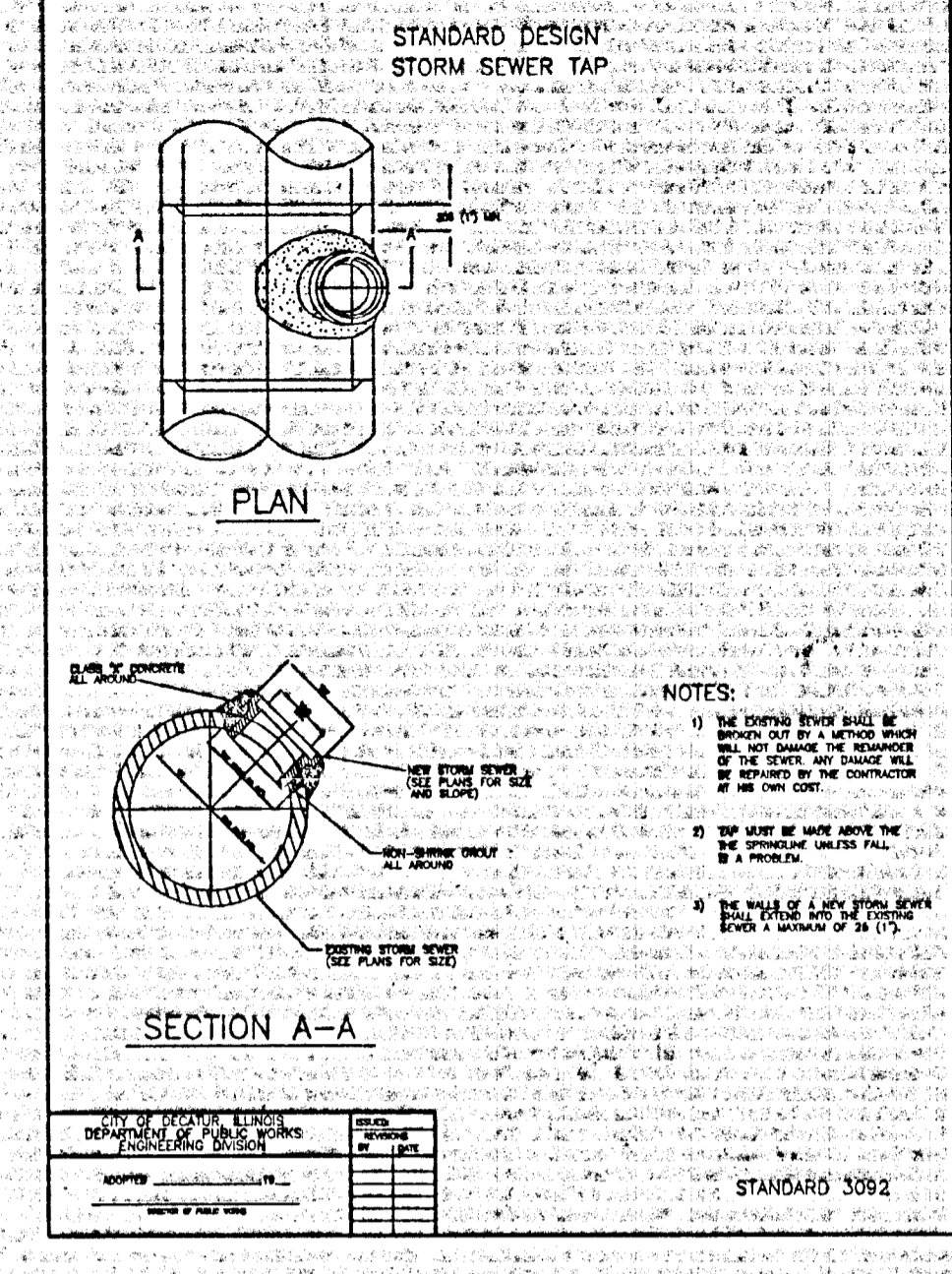
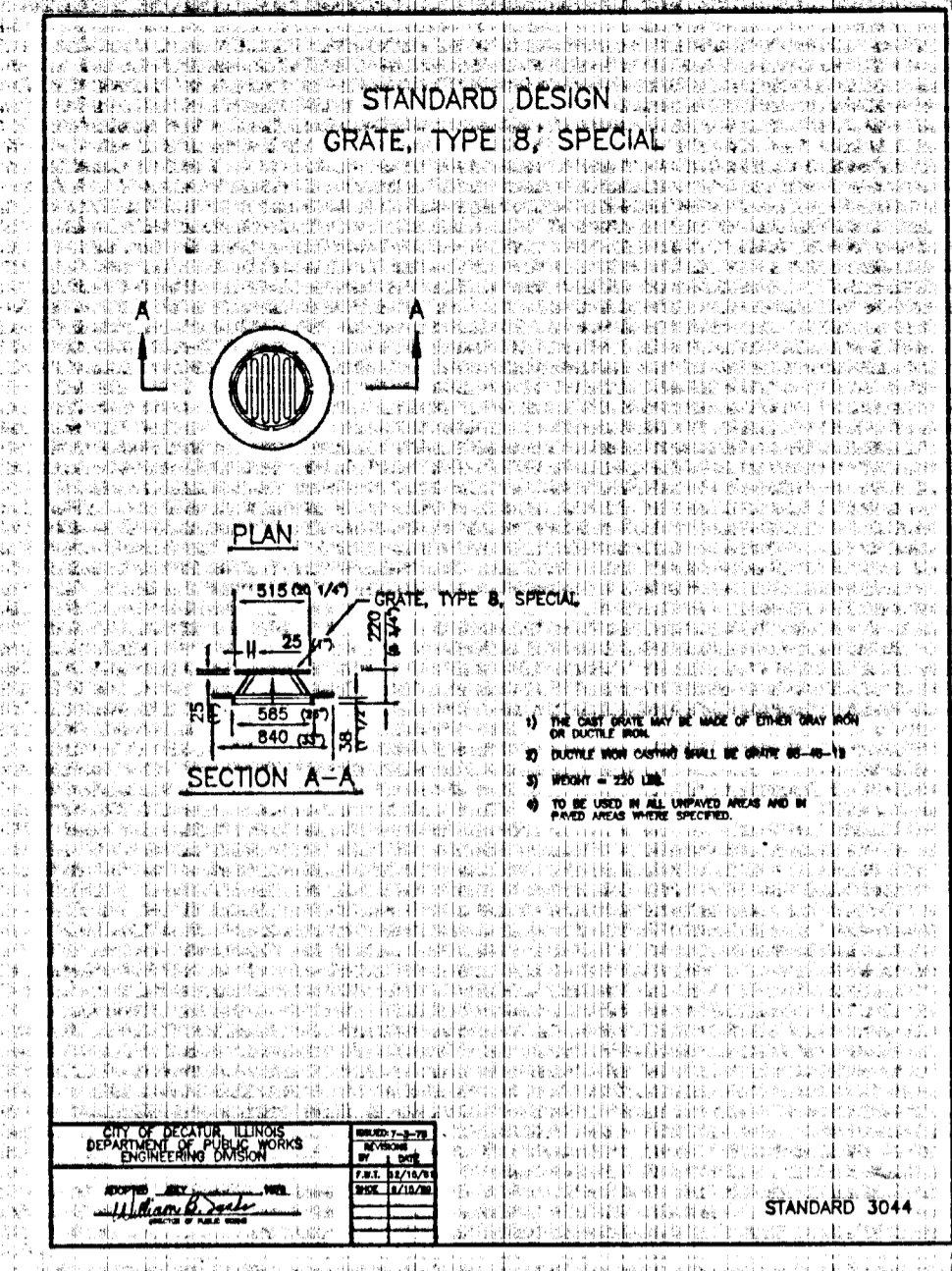
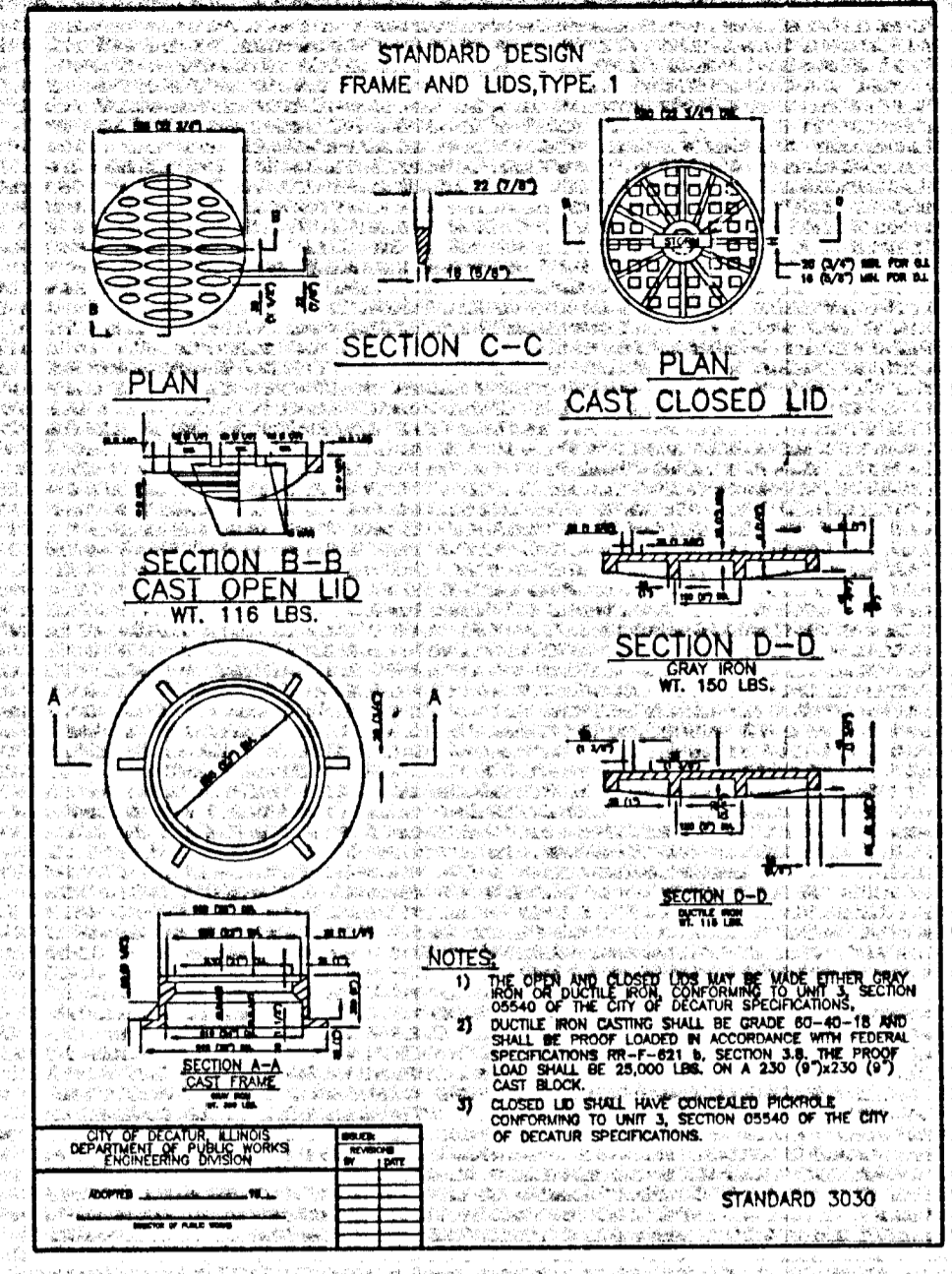
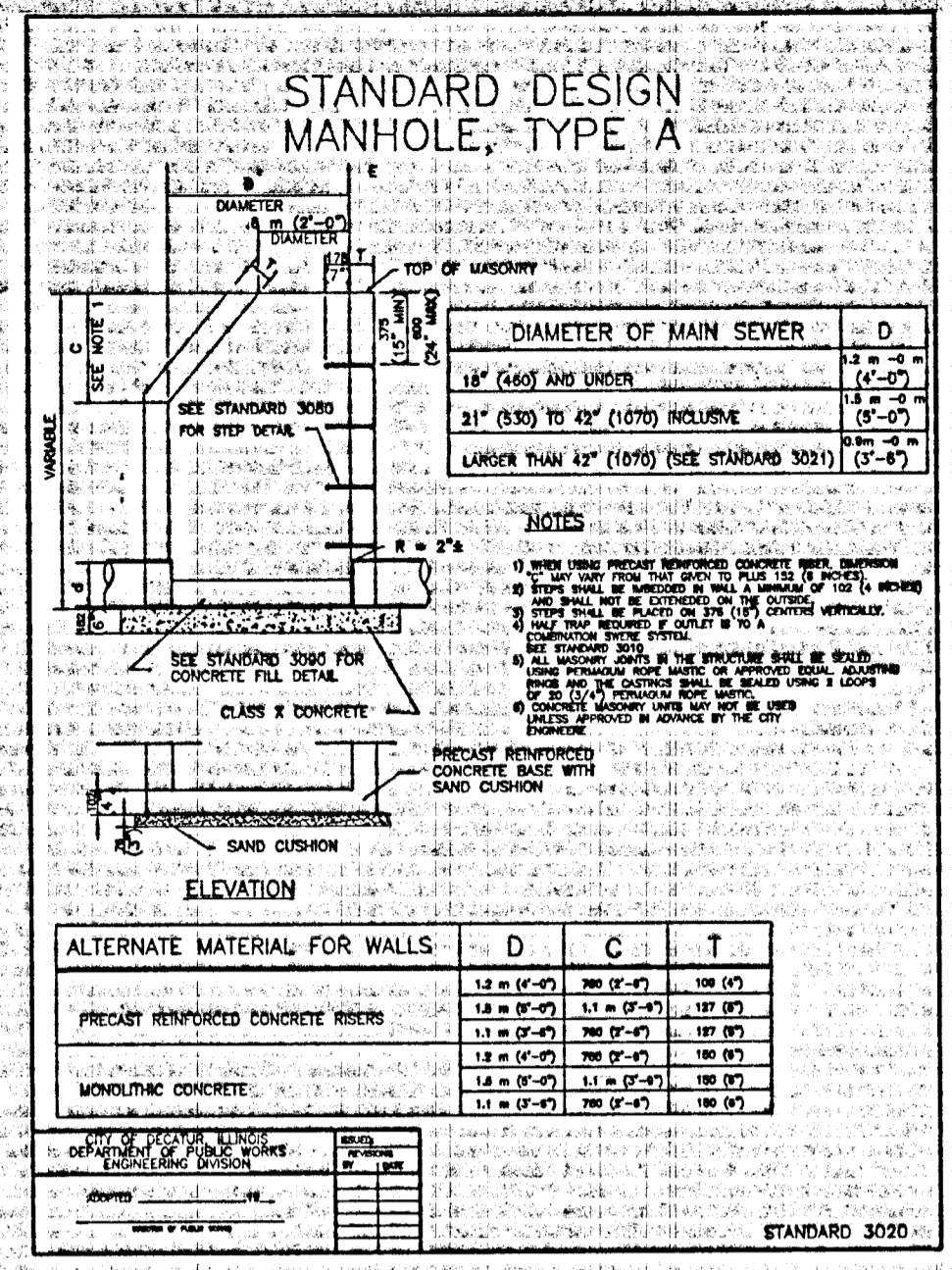
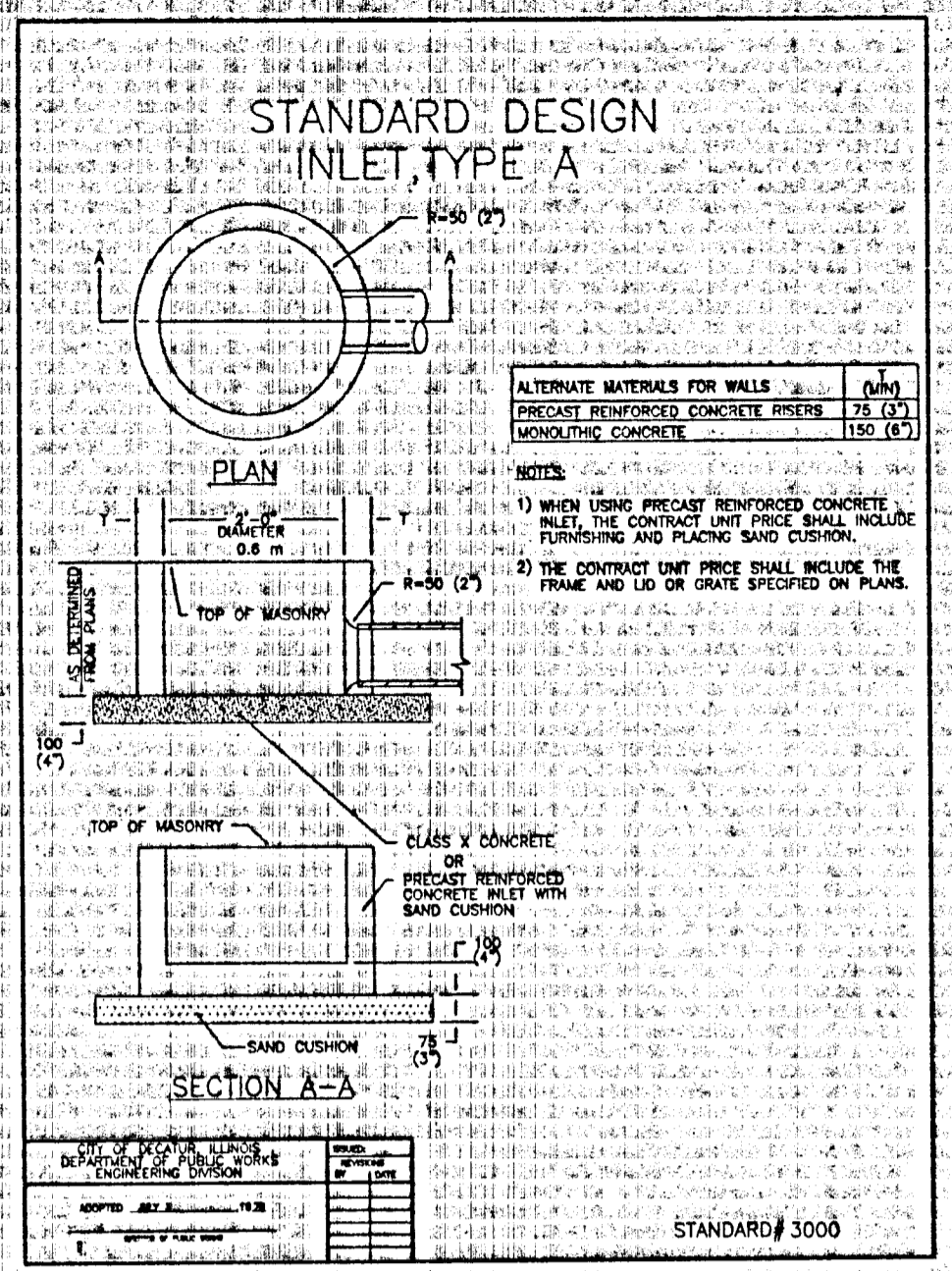
STANDARD DETAILS TIMBERLAKE

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NO.	BY	DATE	DESCRIPTION
1	dwm	2/10/99	REVISIONS

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date 2/10/99
plan by
date
checked by
date

project no. 9896
field book no. 176
sheet no. 8



STANDARD DETAILS

TIMBERLAKE

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