

OPERATION & MAINTENANCE MANUAL

DFI No. : D00139

Facility Type: Water Quality Manhole



JUNE, 2011

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1. Identification

Drainage Facility ID (DFI): **D00139**

Facility Type: Water Quality Manhole

Construction Drawings: (V-File Number) 39V-058

Location: District: 2B (Old 2A)

Highway No.: 064

Mile Post: 1.35

Description: This facility is located on the north side of Interstate 205 alongside the southbound lanes. The water quality manhole is located adjacent to a detention tank/pipe (DFI_D00140). Access to the facility can be obtained from Interstate 205 (Hwy 064) from behind the guardrail.

2. Facility Contact Information

Contact the Engineer of Record, Region Technical Center, or Geo-Environmental's Senior Hydraulics Engineer for:

- Operational clarification
- Maintenance clarification
- Repair or restoration assistance

Engineering Contacts:

Region Technical Center Hydro Unit Manager

Or

Geo-Environmental Senior Hydraulics Engineer (503) 986-3365.

3. Construction

Engineer of Record:

Consultant Designer – OBEC Consultant Engineers, Lawrence Fox, (503) 589-4100

Facility construction: 2006

Contractor: Oregon Mainline Paving LLC. Construction Company.

4. Storm Drain System and Facility Overview

This water quality manhole is an underground facility designed to treat stormwater runoff. The system is a proprietary product called CDS[®] manufactured by Contech Construction Products, Inc. The underground vortex system provides treatment using 'continuous deflective separation' by removing or separating the solids from the water via a fiberglass separation chamber and inlet, a separation screen, and a sump at the bottom. This facility contains an Operation and Maintenance manual as prepared by the manufacturer and is provided in Appendix C.

This facility is located on the north side of Interstate 205 alongside the southbound lanes, behind the guardrail. The water quality manhole is located adjacent to a detention tank/pipe (DFI_D00140). Access to the facility can be obtained from Interstate 205 (Hwy 064).

Stormwater enters a ditch inlet located along the bottom of a roadside ditch adjacent to the facility (Point A, Operational Plans). It then travels down an 18-inch pipe that leads to the water quality manhole (DFI_D00139) where the water is treated, prior to traveling through another 18-inch pipe and being detained in the adjoining detention tank/pipe system (DFI_D00140). Once leaving the detention system, the water outfalls to a separate northerly flowing pipe and ditch system situated nearby the roadside ditch.

A. Maintenance equipment access:

Access to the facility can be obtained from Interstate 205 (Hwy 064).

B. Heavy equipment access into facility:

- Allowed (no limitations)
- Allowed (with limitations)
- Not allowed

C. Special Features:

- Amended Soils
- Porous Pavers
- Liners
- Underdrains



Photo 1: Looking west at the WQ manhole (CDS Unit); 65th Street overcrossing is in the background.



Photo 2: Internal view of water quality manhole.

5. Facility Haz Mat Spill Feature(s)

The water quality manhole can be used to store a volume of liquid by blocking the 18 inch-diameter outlet pipe located at the outlet of the water quality manhole. This manhole and pipe is noted as point B in the Operational Plan Schematic.

6. Auxiliary Outlet (High Flow Bypass)

Auxiliary Outlets are provided if the primary outlet control structure can not safely pass the projected high flows. Broad-crested spillway weirs and over flow risers are the two most common auxiliary outlets used in stormwater treatment facility design. The auxiliary outlet feature is either a part of the facility or an additional storm drain feature/structure.

The auxiliary outlet feature for this facility is:

Designed into facility

As stormwater flows exceed the unit's design capacity a diversion weir routes the water around a separation chamber, effectively bypassing the treatment features, so that flows exit the manhole and leave any captured pollutants behind, to be retained in the separation cylinder and sump below. See Appendix C.

Other, as noted below

7. Maintenance Requirements

Routine maintenance table for non-proprietary stormwater treatment and storage/detention facilities have been incorporated into ODOT's Maintenance Guide. These tables summarize the maintenance requirements for ponds, swales, filter strips, bioslopes, and detention tanks and vaults. Special maintenance requirements in addition to the routine requirements are noted below when applicable.

The ODOT Maintenance Guide can be viewed at the following website:

<http://www.oregon.gov/ODOT/HWY/OOM/MGuide.shtml>

Maintenance requirements for proprietary structures, such as underground water quality manholes and/or vaults with filter media are noted in Appendix C when applicable.

The following stormwater facility maintenance table (See ODOT Maintenance Guide) should be used to maintain the facility outlined in this Operation and Maintenance Manual or follow the Maintenance

requirements outlined in Appendix C when proprietary structure is selected below:

- Table 1 (general maintenance)
- Table 2 (stormwater ponds)
- Table 3 (water quality biofiltration swales)
- Table 4 (water quality filter strips)
- Table 5 (water quality bioslopes)
- Table 6 (detention tank)
- Table 7 (detention vault)
- Appendix C (proprietary structure)
- Special Maintenance requirements: See Appendix C and the Proprietary Structure Maintenance Requirements for an O&M Manual specifically written for the water quality structure.

Note: Special maintenance Requirements Require Concurrence from ODOT SR Hydraulics Engineer.

8. Waste Material Handling

Material removed from the facility is defined as waste by DEQ. Refer to the roadwaste section of the ODOT Maintenance Yard Environmental Management System (EMS) Policy and Procedures Manual for disposal options: <http://egov.oregon.gov/ODOT/HWY/OOM/EMS.shtml>

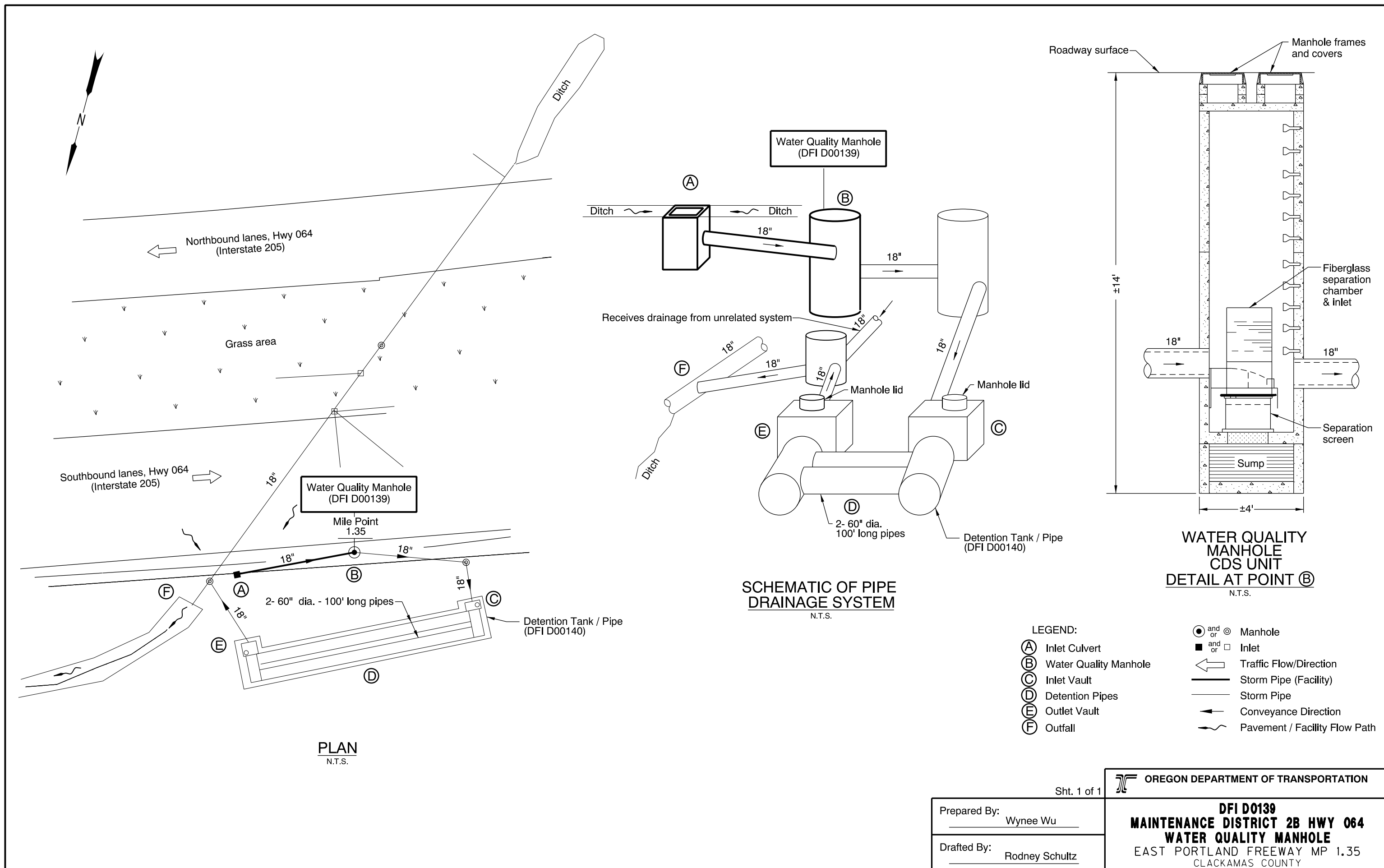
Contact any of the following for more detailed information about management of waste materials found on site:

ODOT Clean Water Unit	(503) 986-3008
ODOT Statewide Hazmat Coordinator	(503) 229-5129
ODOT Region Hazmat Coordinator	(503) 731-8304
ODEQ Northwest Region Office	(503) 229-5263

Appendix A

Content:

- **Operational Plan and Profile Drawing(s)**



Northbound lanes, Hwy 064
(Interstate 205)

Southbound lanes, Hwy 064
(Interstate 205)

Water Quality Manhole
(DFI D00139)

Mile Point
1.35

2- 60" dia. - 100' long pipes

Detention Tank / Pipe
(DFI D00140)

PLAN
N.T.S.

Water Quality Manhole
(DFI D00139)

Receives drainage from unrelated system

**SCHEMATIC OF PIPE
DRAINAGE SYSTEM**
N.T.S.

Roadway surface

Manhole frames
and covers

±14'

**WATER QUALITY
MANHOLE
CDS UNIT
DETAIL AT POINT (B)**
N.T.S.

LEGEND:

- (A) and/or (B) Inlet Culvert
- (B) and/or (C) Water Quality Manhole
- (C) and/or (D) Inlet Vault
- (D) and/or (E) Detention Pipes
- (E) and/or (F) Outlet Vault
- (F) and/or (G) Outfall
- ⊙ and/or ⊗ Manhole
- and/or □ Inlet
- ← Traffic Flow/Direction
- Storm Pipe (Facility)
- Storm Pipe
- Conveyance Direction
- ~ Pavement / Facility Flow Path

Sht. 1 of 1

OREGON DEPARTMENT OF TRANSPORTATION

Prepared By: Wynee Wu

Drafted By: Rodney Schultz

DFI D0139
MAINTENANCE DISTRICT 2B HWY 064
WATER QUALITY MANHOLE
EAST PORTLAND FREEWAY MP 1.35
CLACKAMAS COUNTY

Appendix B

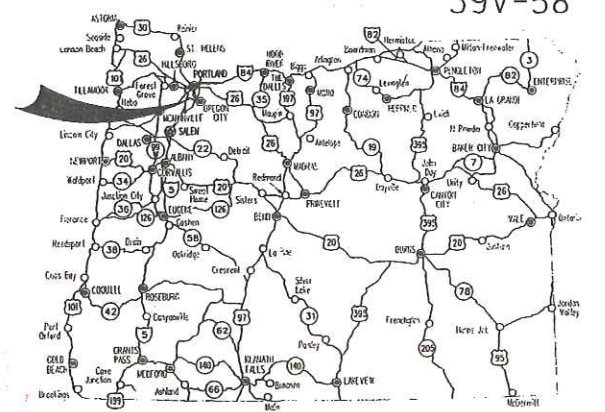
Content:

- **ODOT Project Plan Sheets**
 - *Cover/Title Sheet*
 - *Water Quality/Detention Plan Sheets*
 - *Other Details*

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
1A, 1B	Index Of Sheets Cont'd.
1C	Std. Drg. Nos.

STATE OF OREGON
 DEPARTMENT OF TRANSPORTATION
 PLANS FOR PROPOSED PROJECT
GRADING, DRAINAGE, STRUCTURES, PAVING, SIGNING & ILLUMINATION

**I-205: WILLAMETTE RIVER BR. -
 PACIFIC HWY. (UNIT 3) SEC.
 EAST PORTLAND FREEWAY
 CLACKAMAS & WASHINGTON COUNTIES
 APRIL 2006**

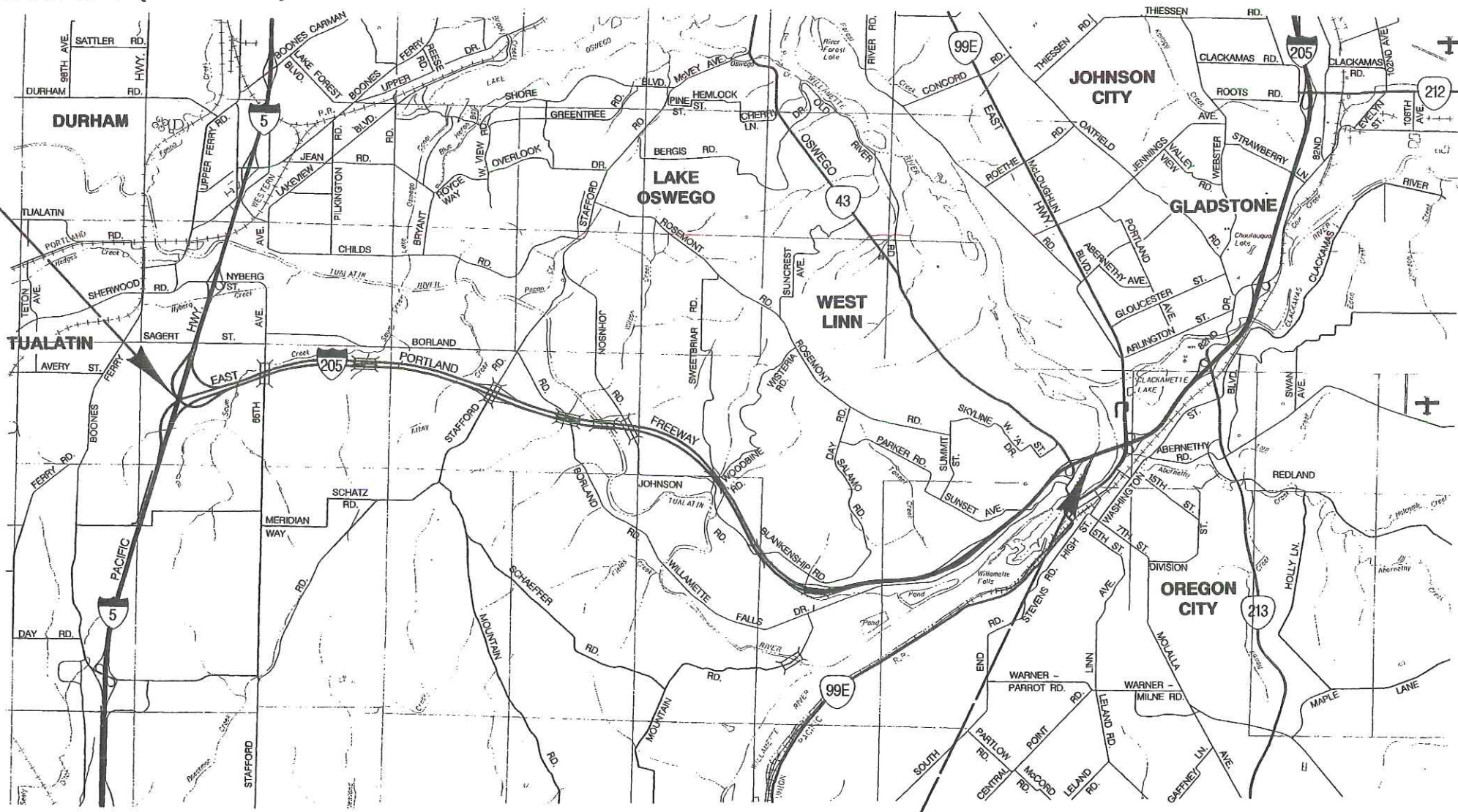


Overall Length Of Project - 8.90 Miles

"AS CONSTRUCTED"
Matthew Nelson
 Date 6/26/09 Project Mgr

ATTENTION:
 Oregon Law Requires You To Follow Rules Adopted By The Oregon Utility Notification Center. Those Rules Are Set Forth In OAR 952-001-0010 Through OAR 952-001-0090. You May Obtain Copies Of The Rules By Calling The Center. (Note: The Telephone Number For The Oregon Utility Center Is (503) 232-1987.)

**END OF PROJECT IM-OTIA-S064(032)
 STA. "LS2" 1231+71.15 (M.P. -0.10)**



LET'S ALL
 WORK TOGETHER
 TO MAKE THIS
 JOB SAFE

- OREGON TRANSPORTATION COMMISSION**
- Stuart Foster CHAIRMAN
 - Gail L. Achterman COMMISSIONER
 - Mike Nelson COMMISSIONER
 - Randall Papé COMMISSIONER
 - Janice J. Wilson COMMISSIONER
 - Matthew Garrett DIRECTOR OF TRANSPORTATION



EXPIRES: 12/31/07

LAWRENCE H. FOX
 OBEC CONSULTING ENGINEERS - PROJECT MANAGER

OREGON DEPARTMENT OF TRANSPORTATION
 CONCURRENCE
Harold E. Suley 2/23/06
 TECHNICAL SERVICES MANAGING ENGINEER DATE

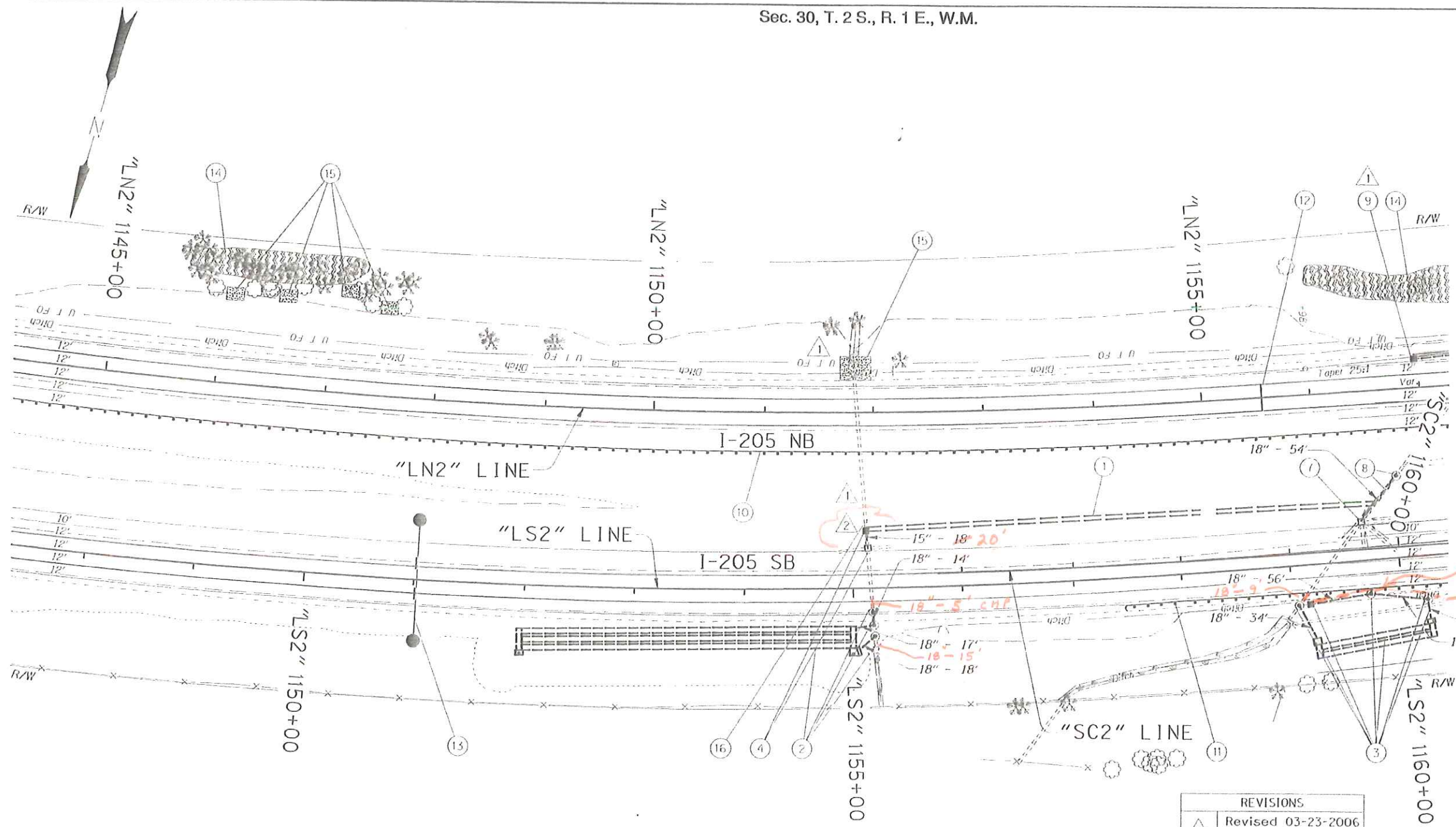
**I-205: WILLAMETTE RIVER BR. -
 PACIFIC HWY. (UNIT 3) SEC.
 EAST PORTLAND FREEWAY
 CLACKAMAS & WASHINGTON COUNTIES**

FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	IM-OTIA-S064(032)	1



T. 2 S., R. 1 W.,
 R. 1 E. & R. 2 E., W.M.

**BEGINNING OF PROJECT IM-OTIA-S064(032)
 STA. "L" 735+41.85 (M.P. 8.80)**



8" perf pipe added to connect ext'g perf pip. to G2 HA inlet - 67'
 15" - 44" CNP connect to ext'g

"AS CONSTRUCTED"
Mike New
 Date 6/26/09 Project Mngr

REVISIONS	
1	Revised 03-23-2006 Revised Drainage
2	Revised 02-20-2007 Revised Drainage

LEGEND	
Remove Extg. Pipe Shown Thus:	
Type "A" Weed Control Shown Thus:	
Type "B" Weed Control Shown Thus:	

REGISTERED PROFESSIONAL ENGINEER
 12295
Jerome D. Lane
 OREGON
 JULY 5, 1983
 JEROME D. LANE
 EXPIRES: 12/31/08

OREGON DEPARTMENT OF TRANSPORTATION
 ROADWAY ENGINEERING SECTION
 I-205: WILLAMETTE RIVER BR. -
 PACIFIC HWY. (UNIT 3) SEC.
 EAST PORTLAND FREEWAY
 CLATSOP & WASHINGTON COUNTIES
 Design Team Leader - Jerry Lane
 Designed By - Tom Metcalf
 Drafted By - Serban Dinca

OBEC CONSULTING ENGINEERS
 Corporate Office: 819 COUNTRY CLUB ROAD, SUITE 100, EUGENE, OREGON 97401-6000
 2235 ARBON STREET SE, SUITE 100, SHERIDAN, OREGON 97130-1200
 1885 POPULAR DRIVE, BELLEVILLE, OREGON 97151-1500

GENERAL CONSTRUCTION
 SHEET NO. 35A

① Const. Ditch
2' Flat Bottom, 1:4 Side Slopes

② Sta. "LS2" 1155+19.5, 48.9' Rt.
Const. Conc. Manhole - 2
Over Extg. Sew. Pipe
Const. Water Quality Manhole
Over Extg. Sew. Pipe
Inst. 18" Sew. Pipe - 49'
5' Depth
Const. Underground Detention Facility #5
(For Details, See Sht. 6J-8)

③ Sta. "LS2" 1159+26.8, 36' Rt.
Const. Type "G2-MA" Inlet
Inst. 18" Sew. Pipe - 152'
5' Depth

△ ④ Const. Conc. Manhole - 2
Over Extg. Sew. Pipe
Const. Water Quality Manhole
Const. Underground Detention Facility #6
(For Details, See Sht. 6J-9) *Added 15'-44" CMP*

④ Sta. "LN2" 1151+93.08, 108.95' Rt.
Cap Extg. Inlet
Const. Type "G-2MA" Inlet *20'*
Extend 15" Sew. Pipe - *18'* Lt.
10' Depth

△ ⑤ Note Removed

△ ⑥ Note Removed

⑦ Sta. "LN2" 1156+52, 104' Rt.
Cap Extg. Inlet

⑧ Sta. "Ln2" 1156+74, 79' Rt.
Remove Extg. Pipe
Const. Conc. Manhole
Over Extg. Sew. Pipe
Inst. 18" Sew. Pipe - 54'
10' Depth

△ ⑨ Sta. "LN2" 1156+96.9, 26' Lt.
Const. Type "G-2" Inlet
Connect 8" Perf. Drain
See Sht. 36B, Note 11

⑩ See Sht. 32A, Note 10
Const. Guardrail (Type 2A)

⑪ Sta. "LS2" 1157+48.77 To
Sta. "LS2" 1177+36.27, Rt.
Const. Guardrail - 1937.5' (Type 2A)
Extra For 8' Guardrail Posts - 310
Const. Guardrail Terminal, Non-Flared (50')
Flare Rate=0, W=1', E=0

⑫ Sta. "LN2" 1155+50
Const. Terminal Expansion Joint - 24'
(For Details, See Sht. 2B-25)

⑬ Sta. "LS2" 1151+00
Const. Sign Bridge
(For Drg. Nos., See Sht. 1A)

⑭ Type "A" Weed Control

⑮ Type "B" Weed Control

△ ⑯ Sta. "LN2" 1151+91.8, 97.6' Rt.
Const. Sloped End For Metal Pipe
(Sl. 1:2.5) On Extg. 15" CMP
Remove 28' Of Extg. 15" CMP To
Extg. Inlet @ Sta. "LN2" 1151+93.08
Const. Riprap Lined Ditch
Class 50 Riprap - 2 Cu. Yd.
"V" Bottom, 1:2 Side Slopes, 1' Depth
Const. From Extg. 15" CMP Outlet
To Proposed Type "G2-MA" Inlet
(See Note 4, This Sht.)

"AS CONSTRUCTED"

Matthew Bunde
Date 6/26/09 Project Mngr

REVISIONS	
①	Revised 03-23-2006 Revised Note
②	Revised 02-20-2007 Added Note

REGISTERED PROFESSIONAL
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OREGON DEPARTMENT OF TRANSPORTATION
ROADWAY ENGINEERING SECTION

1-205 WILLAMETTE RIVER BR. -
PACIFIC HWY. (UNIT 3) SEC.
EAST PORTLAND FREEWAY
CLACKAMAS & WASHINGTON COUNTIES

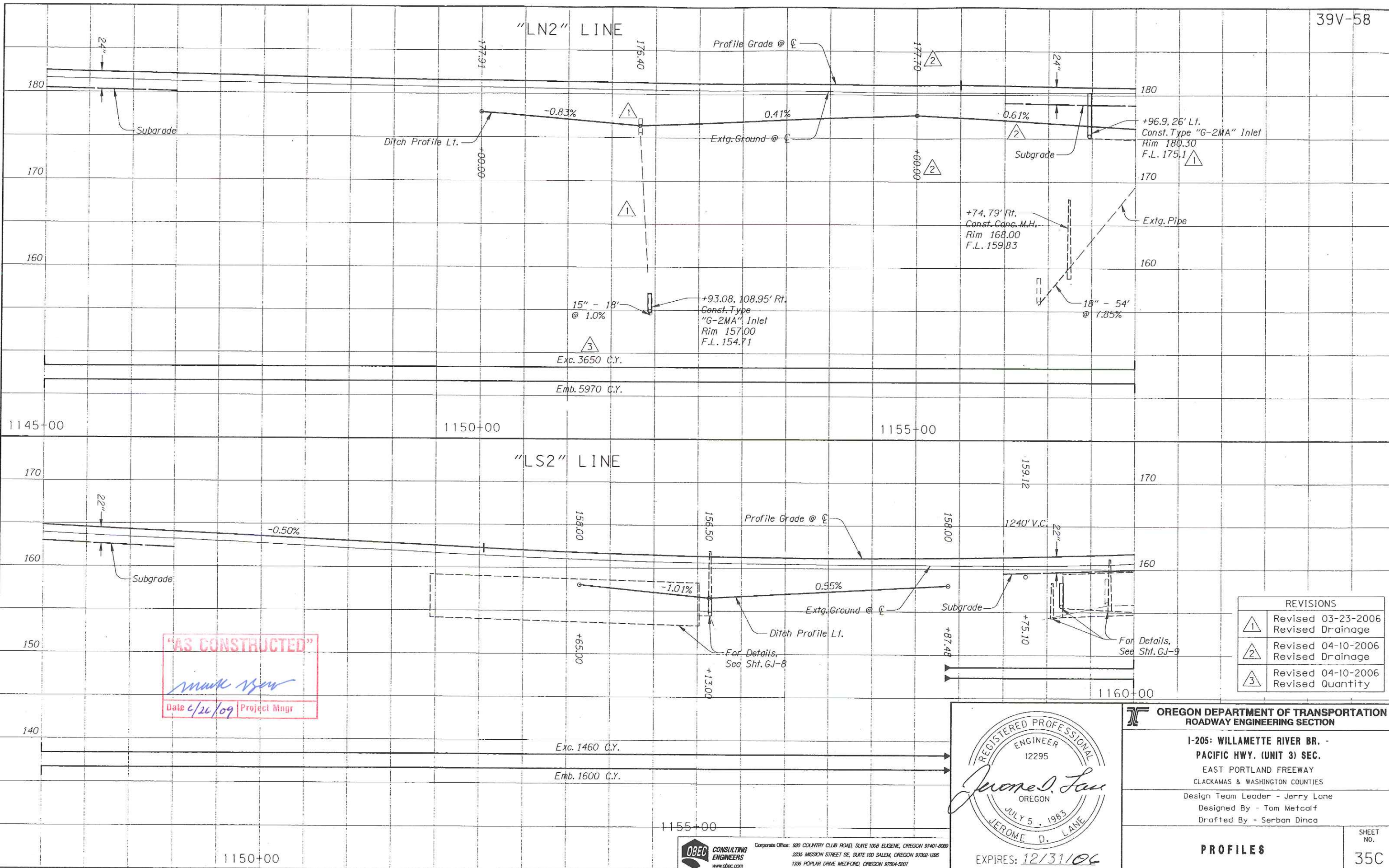
Design Team Leader - Jerry Lane
Designed By - Tom Metcalf
Drafted By - Matthew Bunde

CONSTRUCTION NOTES

SHEET NO.
35B

OBE CONSULTING ENGINEERS
www.obec.com

Corporate Office: 800 COMMERCIAL CLUB ROAD, SUITE 1000 EUGENE, OREGON 97401-4000
2208 MISSOURY STREET SE, SUITE 100 SILEM, OREGON 97137-1205
1835 PORTLAND DRIVE, MEDFORD, OREGON 97504-5107



"AS CONSTRUCTED"
Mark New
 Date 4/26/09 Project Mngr

REVISIONS	
1	Revised 03-23-2006 Revised Drainage
2	Revised 04-10-2006 Revised Drainage
3	Revised 04-10-2006 Revised Quantity



**OREGON DEPARTMENT OF TRANSPORTATION
ROADWAY ENGINEERING SECTION**

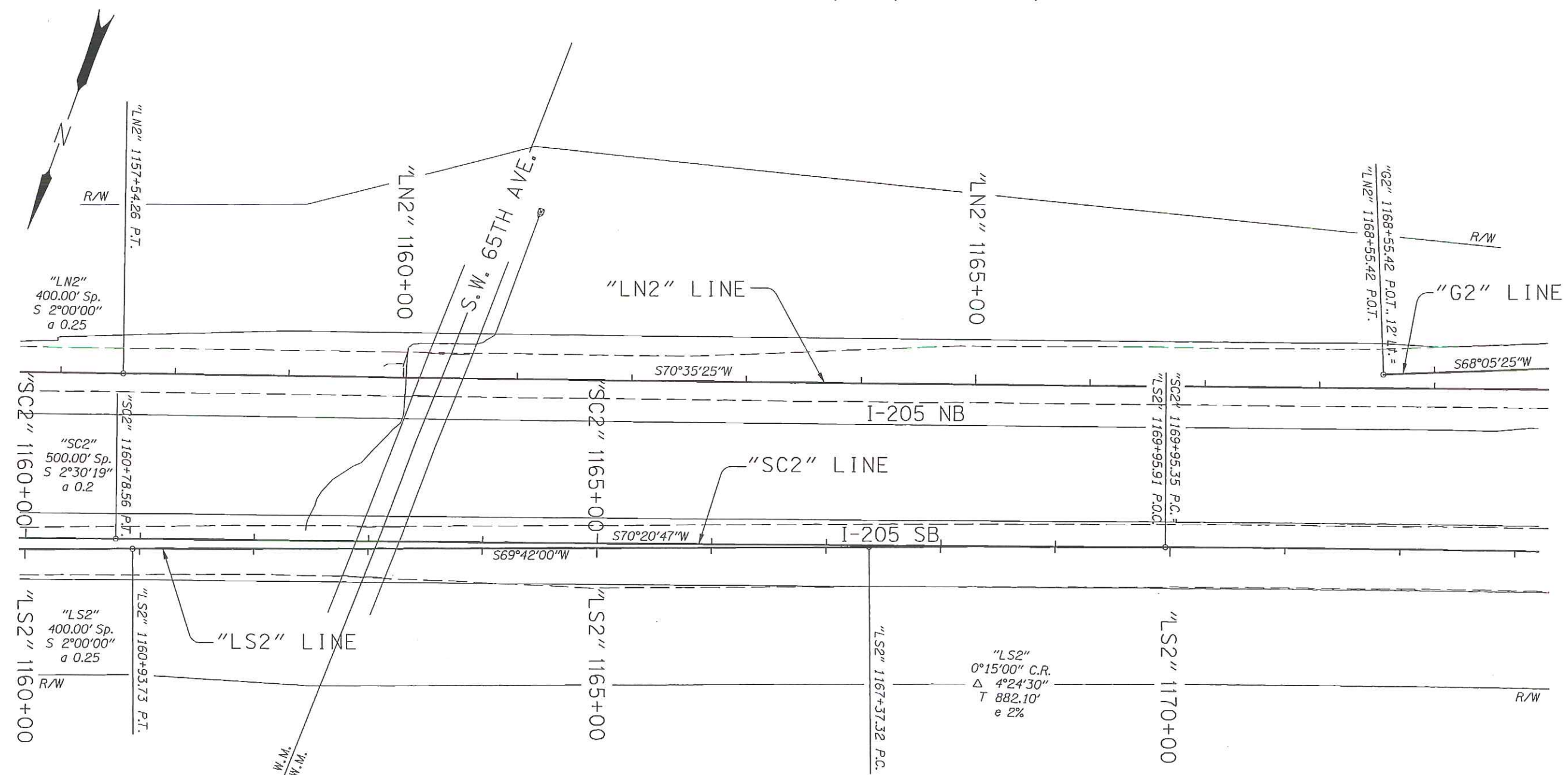
1-205: WILLAMETTE RIVER BR. -
PACIFIC HWY. (UNIT 3) SEC.
EAST PORTLAND FREEWAY
CLACKAMAS & WASHINGTON COUNTIES

Design Team Leader - Jerry Lane
Designed By - Tom Metcalf
Drafted By - Serban Dinca

PROFILES

SHEET NO. 35C

OBE CONSULTING ENGINEERS
 Corporate Office: 520 COUNTRY CLUB ROAD, SUITE 100B ELGENE, OREGON 97401-0089
 2235 MISSION STREET SE, SUITE 100 SALEM, OREGON 97302-1285
 1336 POPLAR DRIVE MEDFORD, OREGON 97504-3207



Sec. 30, T. 2 S., R. 1 E., W.M.
 Sec. 25, T. 2 S., R. 1 W., W.M.

"AS CONSTRUCTED"
Made-You
 Date 6/26/09 Project Mngr

REGISTERED PROFESSIONAL
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 JULY 5, 1983
 JEROME D. LANE
 EXPIRES: 12/31/06

OREGON DEPARTMENT OF TRANSPORTATION
 ROADWAY ENGINEERING SECTION

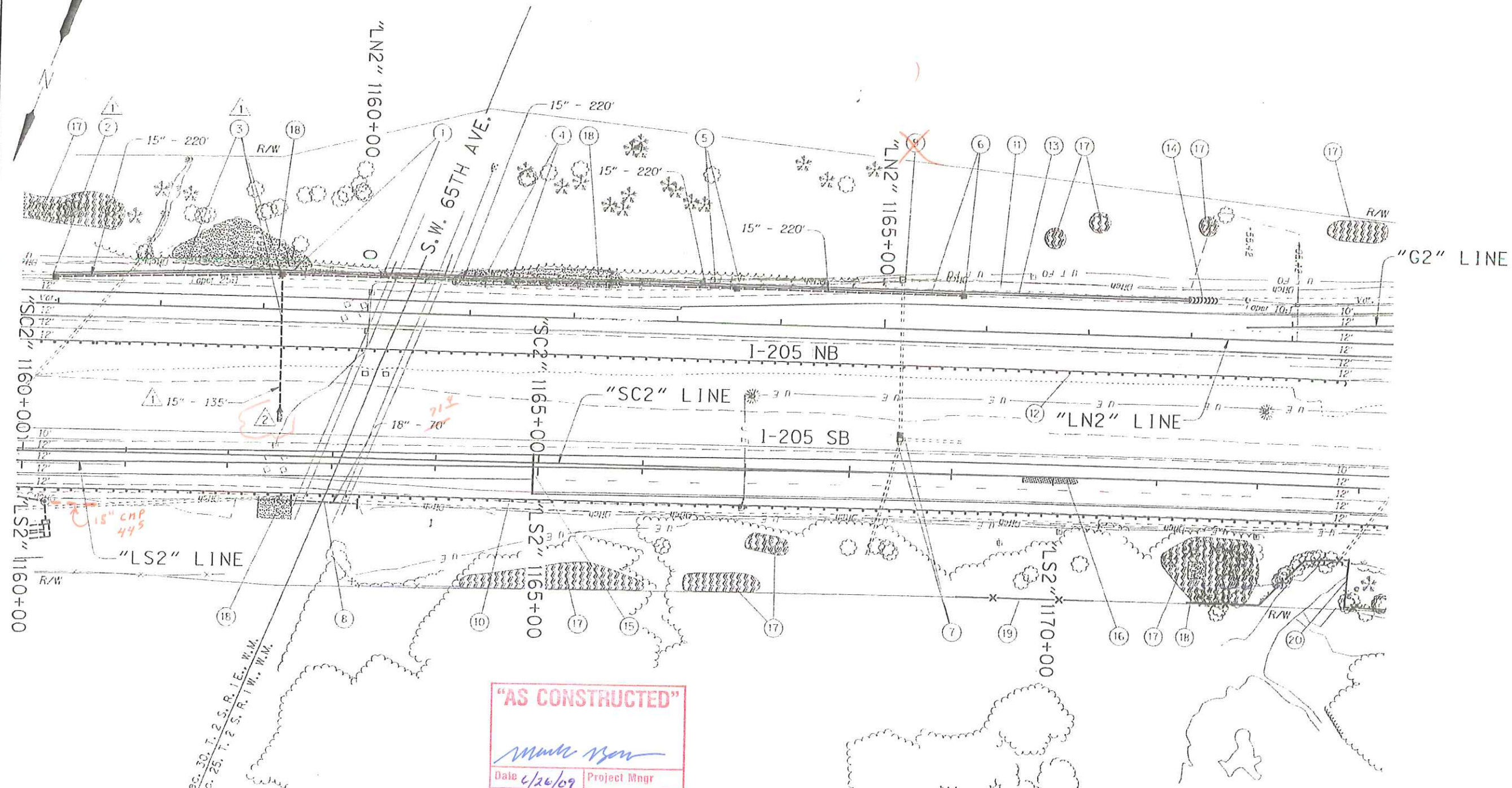
I-205: WILLAMETTE RIVER BR. -
 PACIFIC HWY. (UNIT 3) SEC.
 EAST PORTLAND FREEWAY
 CLACKAMAS & WASHINGTON COUNTIES

Design Team Leader - Jerry Lone
 Designed By - Tom Metcalf
 Drafted By - Serban Dinca

ALIGNMENT PLAN

SHEET NO.
 36

OBEC CONSULTING ENGINEERS
 Corporate Offices: 820 COUNTRY CLUB ROAD, SUITE 1000 EUGENE, OREGON 97401-6289
 2235 MISSION STREET SE, SUITE 100 SALEM, OREGON 97302-1295
 1335 POPULAR DRIVE MEADOWFORD, OREGON 97504-6207



"AS CONSTRUCTED"
M. N. Nason
 Date 4/26/09 Project Mngr

LEGEND

Continuously Reinf. Conc. Pymt. Repair Shown Thus:	
Remove Extg. Pipe Shown Thus:	
Type "A" Weed Control Shown Thus:	
Type "B" Weed Control Shown Thus:	

REVISIONS

1	Revised 03-23-2006 Revised Drainage
2	Revised 03-13-2007 Added Riprap Outfall

REGISTERED PROFESSIONAL ENGINEER
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Jerome D. Lane
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 EXPIRES: 12/31/08

OREGON DEPARTMENT OF TRANSPORTATION
 ROADWAY ENGINEERING SECTION

I-205: WILLAMETTE RIVER BR. - PACIFIC HWY. (UNIT 3) SEC.
 EAST PORTLAND FREEWAY
 CLATSOP & WASHINGTON COUNTIES

Design Team Leader - Jerry Lane
 Designed By - Tom Metcalf
 Drafted By - Serban Dinca

GENERAL CONSTRUCTION

SHEET NO. **36A**

OBEC CONSULTING ENGINEERS
 Copyright Office: 800 COUNTRY CLUB ROAD, SUITE 100, EUGENE, OREGON 97401-6000
 800 SIX MEADOWS ROAD, SUITE 100, ASTORIA, OREGON 97103-4200
 224 JESSON STREET SE, SUITE 100, BLEM, OREGON 97108-1200
 1341 POPLAR DRIVE, METRO, OREGON 97149-1200

- ① Sta. "LN2" 1160+14.1, 37.3' Lt.
Remove Inlet
Remove Pipe
- ② See Sht. 35B, Note 9
- ③ Sta. "LN2" 1159+16.9, 34' Lt.
Const. Type "G-2" Inlet
Inst. 15" Sew. Pipe - 355'
Tunneling, Boring & Jacking - 90'
5' Depth
- ① Const. Paved End Slope, Ft.
Const. Riprap Outfall
- ③ Const. Loose Riprap (Class 100) - 2 Cu. Yd.
Riprap Geotextile, Type 2 - 6 Sq. Yd.
(For Details, See Sht. 2B-10)
(See Drg. Nos. RD320 & RD364)
- ④ Sta. "LN2" 1161+36.9, 34' Lt.
Const. Type "G-2" Inlet
Inst. 15" Sew. Pipe - 220'
5' Depth
- ⑤ Sta. "LN2" 1163+56.9, 34' Lt.
Const. Type "G-2" Inlet
Inst. 15" Sew. Pipe - 220'
5' Depth
- ⑥ Sta. "LN2" 1165+76.9, 34' Lt.
Const. Type "G-2" Inlet
Inst. 15" Sew. Pipe - 220'
5' Depth
- ⑦ Sta. "LS2" 1168+48.7, 37.4' Lt.
Cap Exta. Inlet
Const. Type "G-2MA" Inlet
Over Exta. Sew. Pipe
- ⑧ Sta. "LS2" 1163+25.14, 37.5' Rt.
Inst. 18" Sew. Pipe - 70' 7 1/2"
5' Depth
Connect To Exta. Inlet
Fill Over Top Of Culv. As Needed
- ⑨ ~~Adjust Inlet~~ No earthwork
- ⑩ See Sht. 35B, Note 11
Const. Guardrail (Type 2A)
- ① Inst. 8" Per T. Drain Pipe - 1100'
5' Depth
(For Details, See Sht. 2B-13)
- ⑫ See Sht. 32A, Note 10
Const. Guardrail (Type 2A)
Const. Guardrail Terminal,
Non-Flared (50')
Flare Rate=G, W=1', E=2'
- ⑬ Sta. "LN2" 1156+98 To
Sta. "LN2" 1167+98, Lt.
Const. ReflectORIZED Conc. Shldr.
Barrier - 1100'
Anchor Conc. Barrier To Asph.
(See Drg. No. RD500)
(For Details, See Sht. 2B-13)
- ⑭ Sta. "LN2" 1167+98, Lt.
Inst. Impact Attenuator
(For Details, See Sht. 2B-9)
- ⑮ Sta. "LS2" 1164+95.1
Const. Terminal Expansion Joint - 38'
(For Details, See Sht. 2B-25)
- ⑯ Continuously Reinf. Conc.
Pvml. Repair - 36 Sq. Yd.
(For Details, See Shts. 2B-18, 2B-19 & 2B-20)
- ⑰ Type "A" Weed Control
- ⑱ Type "B" Weed Control
- ⑲ Sta. "LS2" 1169+08 To Sta. "LS2" 1170+42, Rt.
Remove Type 2 Fence - 135'
Const. Type 2 Fence - 135'
- ⑳ Sta. "LS2" 1171+34 To Sta. "LS2" 1173+33, Rt.
Remove Type 2 Fence - 270'
Const. Type 2 Fence - 270'

- 2" added to base of barrier
as per RFI #060

"AS CONSTRUCTED"

Mark Bon

Date 4/26/09 Project Mngr

REVISIONS	
①	Revised 03-23-2006 Revised Note
②	Revised 04-10-2006 Revised Note
③	Revised 03-13-2007 Revised Note

REGISTERED PROFESSIONAL
ENGINEER
12295
James D. Lane
OREGON
JULY 5, 1983
JEROME D. LANE
EXPIRES: 12/31/08

**OREGON DEPARTMENT OF TRANSPORTATION
ROADWAY ENGINEERING SECTION**

I-205: WILLAMETTE RIVER BR. -
PACIFIC HWY. (UNIT 3) SEC.
EAST PORTLAND FREEWAY
CLACKAMAS & WASHINGTON COUNTIES

Design Team Leader - Jerry Lane
Designed By - Tom Metcalf
Drafted By - Matthew Bunde

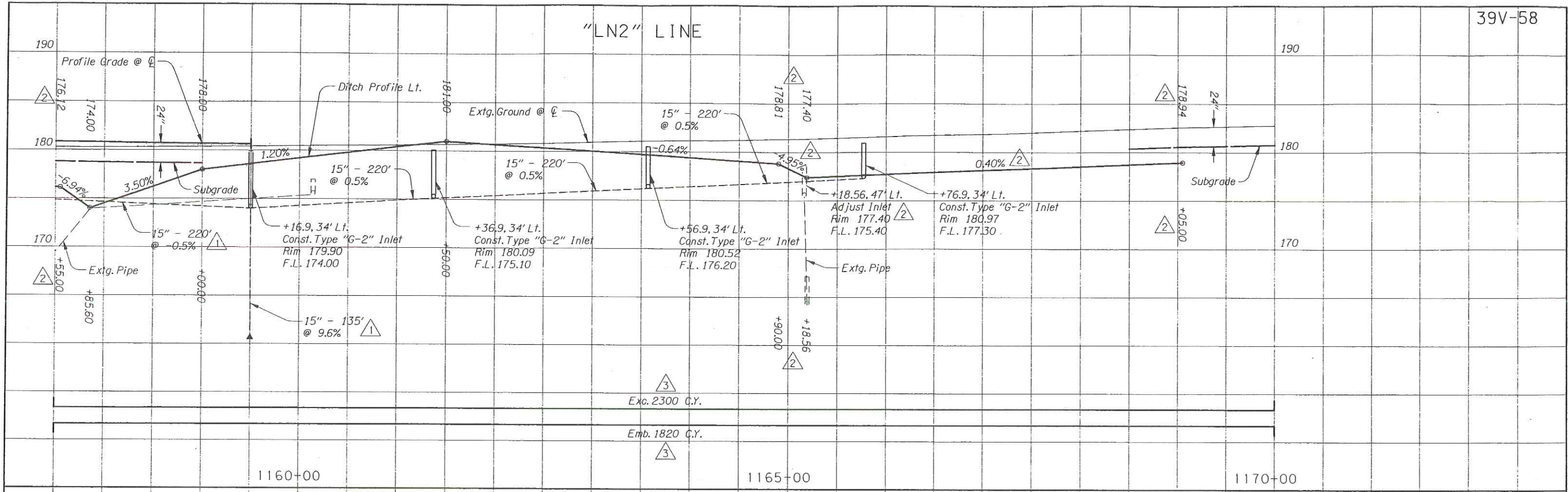
CONSTRUCTION NOTES

SHEET
NO.
36B

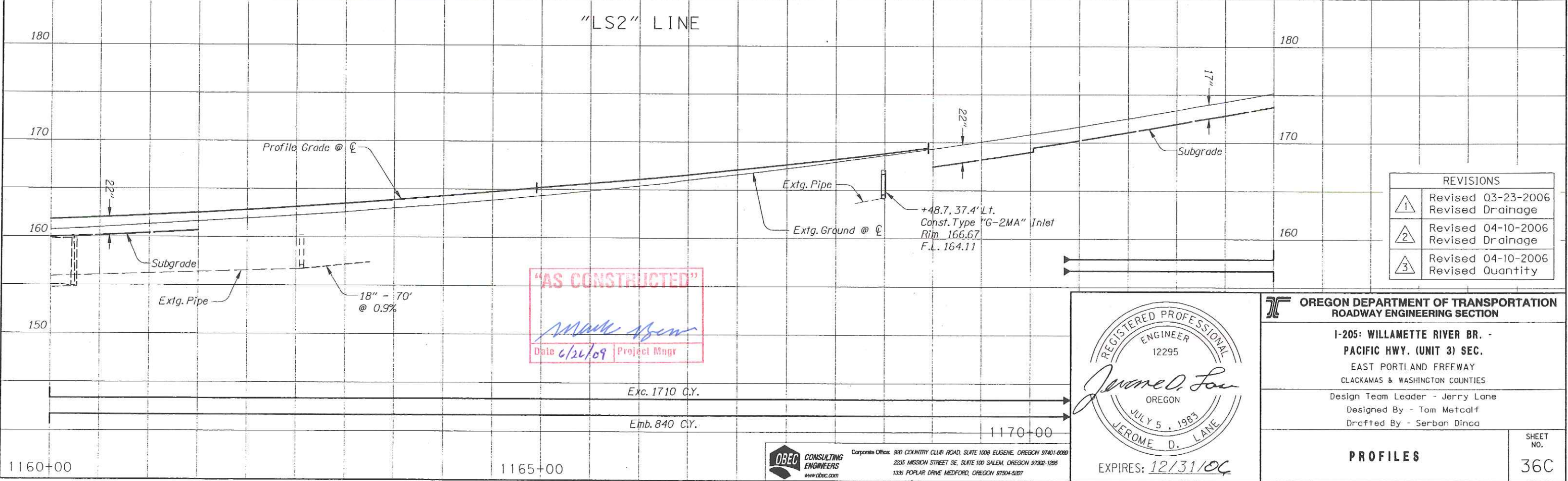
OBEC CONSULTING ENGINEERS
www.obec.com

Corporate Office: 831 COLLEGE CIRCLE ROAD, SUITE 300, EUGENE, OREGON 97403
2000 SW RAILROADS ROAD, SUITE 100, LAKE OSWEGO, OREGON 97035
2000 MISSION STREET SE, SUITE 100, BALEM, OREGON 97146
1500 NE FLAMING MEADOWS, OREGON 97114

"LN2" LINE



"LS2" LINE



REVISIONS	
①	Revised 03-23-2006 Revised Drainage
②	Revised 04-10-2006 Revised Drainage
③	Revised 04-10-2006 Revised Quantity

"AS CONSTRUCTED"

Mark Brown
Date 6/26/09 Project Mngr

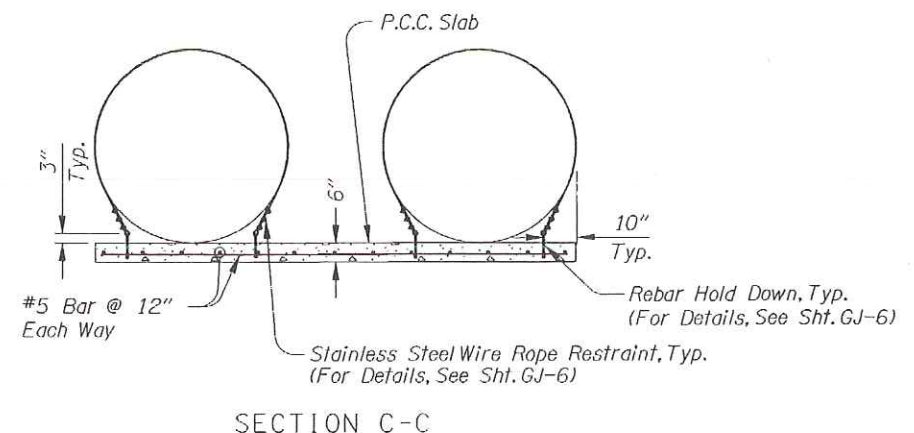
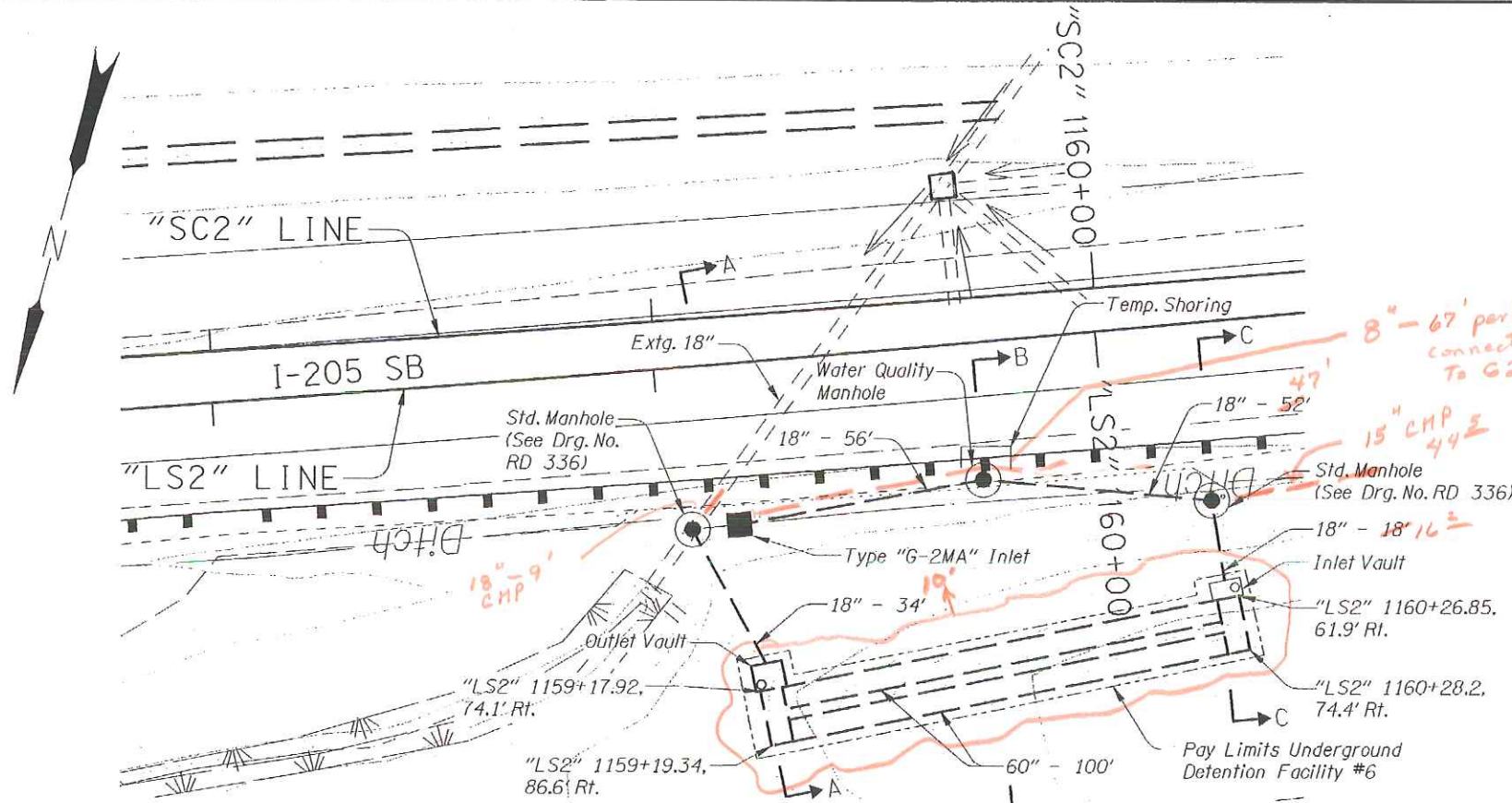


OREGON DEPARTMENT OF TRANSPORTATION
ROADWAY ENGINEERING SECTION

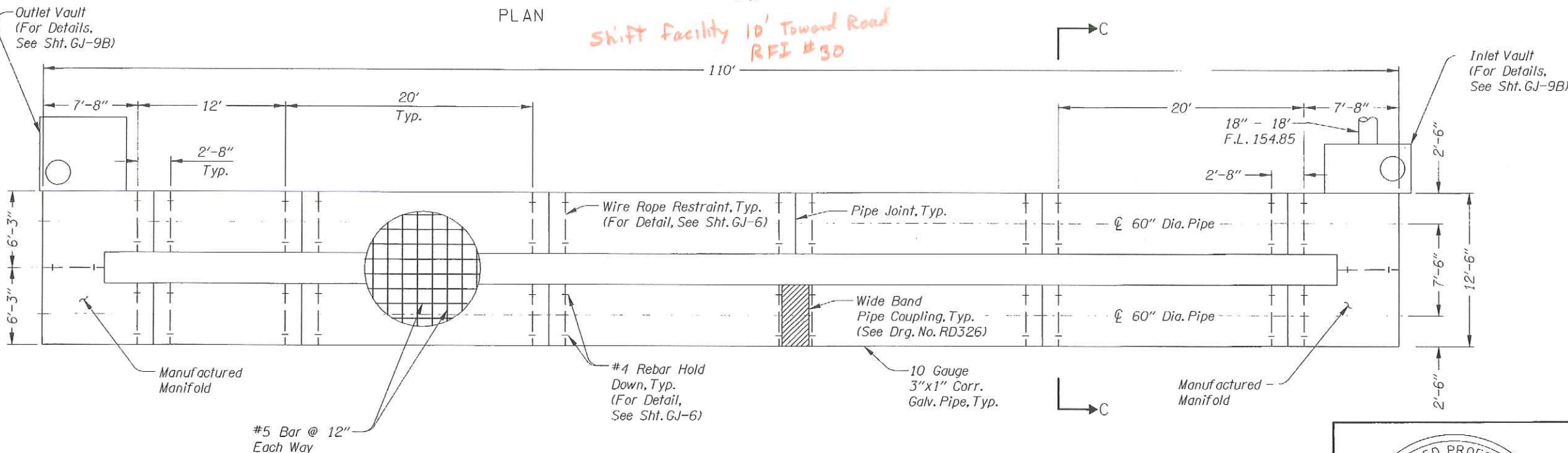
**I-205: WILLAMETTE RIVER BR. -
PACIFIC HWY. (UNIT 3) SEC.**
EAST PORTLAND FREEWAY
CLACKAMAS & WASHINGTON COUNTIES

Design Team Leader - Jerry Lane
Designed By - Tom Metcalf
Drafted By - Serban Dinca

SHEET NO.
36C



SHIFT Facility 10' Toward Road RFI #30

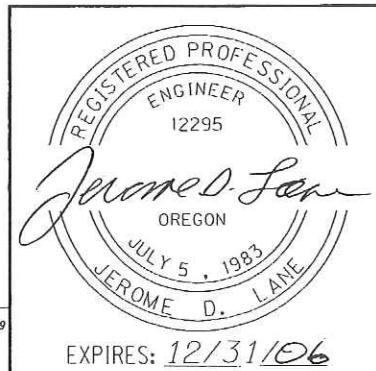


"AS CONSTRUCTED"

Mathew Bunde

Date 6/26/09 Project Mngr

PIPE & TIEDOWN LAYOUT
UNDERGROUND DETENTION FACILITY #6
(See Sht. 35A, Note 3)



OREGON DEPARTMENT OF TRANSPORTATION ROADWAY ENGINEERING SECTION

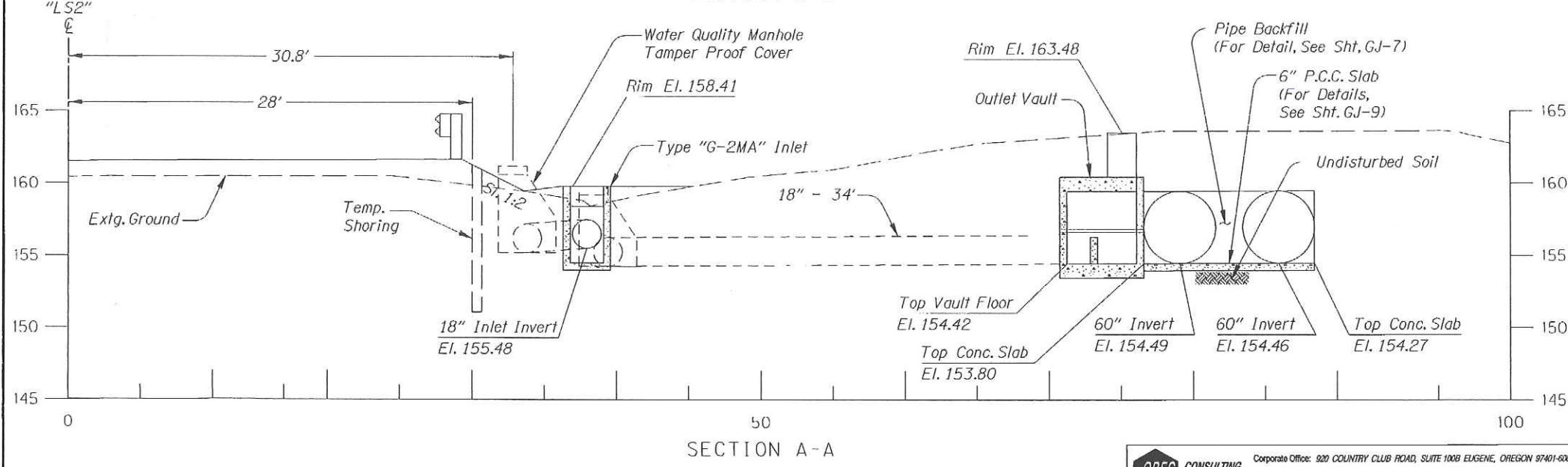
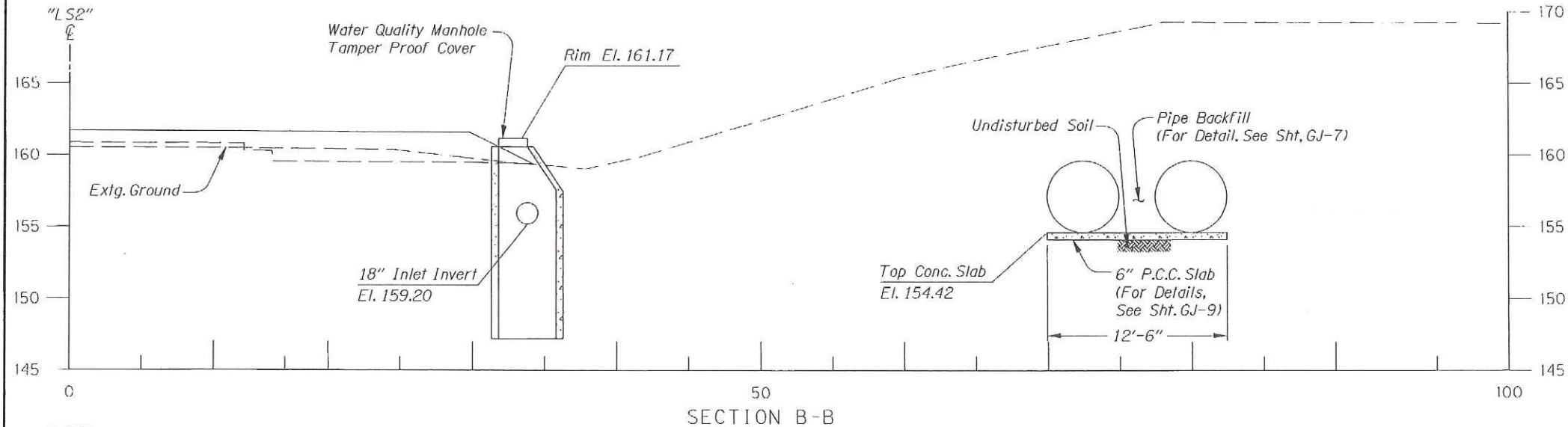
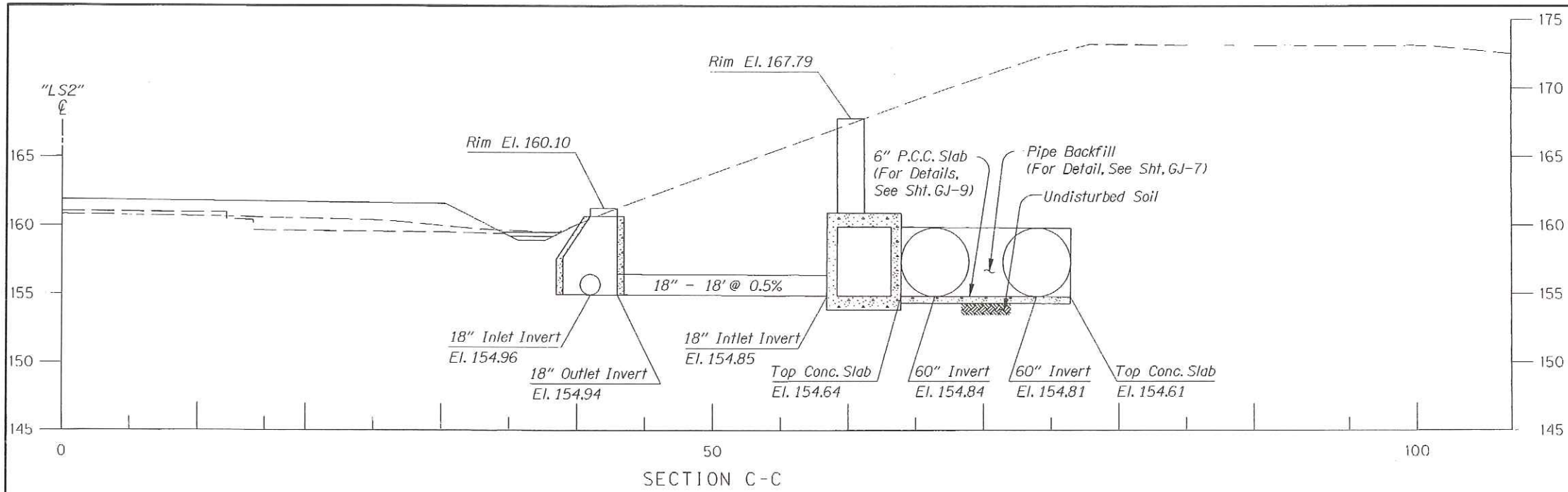
I-205: WILLAMETTE RIVER BR. - PACIFIC HWY. (UNIT 3) SEC. EAST PORTLAND FREEWAY CLACKAMAS & WASHINGTON COUNTIES

Design Team Leader - Jerry Lane
Designed By - James Kent
Drafted By - Mathew Bunde

UNDERGROUND DETENTION FACILITY #6

SHEET NO. GJ-9

OBE CONSULTING ENGINEERS
Corporate Office: 920 COUNTRY CLUB ROAD, SUITE 100B EUGENE, OREGON 97401-2029
2235 MISSION STREET SE, SUITE 100 SALEM, OREGON 97302-1295
1335 POPLAR DRIVE MEDFORD, OREGON 97504-5207



"AS CONSTRUCTED"
Math Bunde
 Date 6/26/09 Project Mgr



OREGON DEPARTMENT OF TRANSPORTATION ROADWAY ENGINEERING SECTION	
I-205: WILLAMETTE RIVER BR. - PACIFIC HWY. (UNIT 3) SEC. EAST PORTLAND FREEWAY CLACKAMAS & WASHINGTON COUNTIES	
Design Team Leader - Jerry Lane Designed By - James Kent Drafted By - Mathew Bunde	
UNDERGROUND DETENTION FACILITY #6 CROSS SECTIONS	
SHEET NO. GJ-9A	File No. 16317

OBEC CONSULTING ENGINEERS
 Corporate Office: 920 COUNTRY CLUB ROAD, SUITE 100B EUGENE, OREGON 97401-6009
 2235 MISSION STREET SE, SUITE 100 SALEM, OREGON 97302-1295
 1335 POPLAR DRIVE MEDFORD, OREGON 97504-2207

GENERAL NOTES:

All Material And Workmanship Shall Conform To The 2002 Oregon Standard Specifications For Construction.

Entry & Outlet Vaults Designed For HL-93 Live Load.

Concrete Members Designed By Load Factor Design Method.

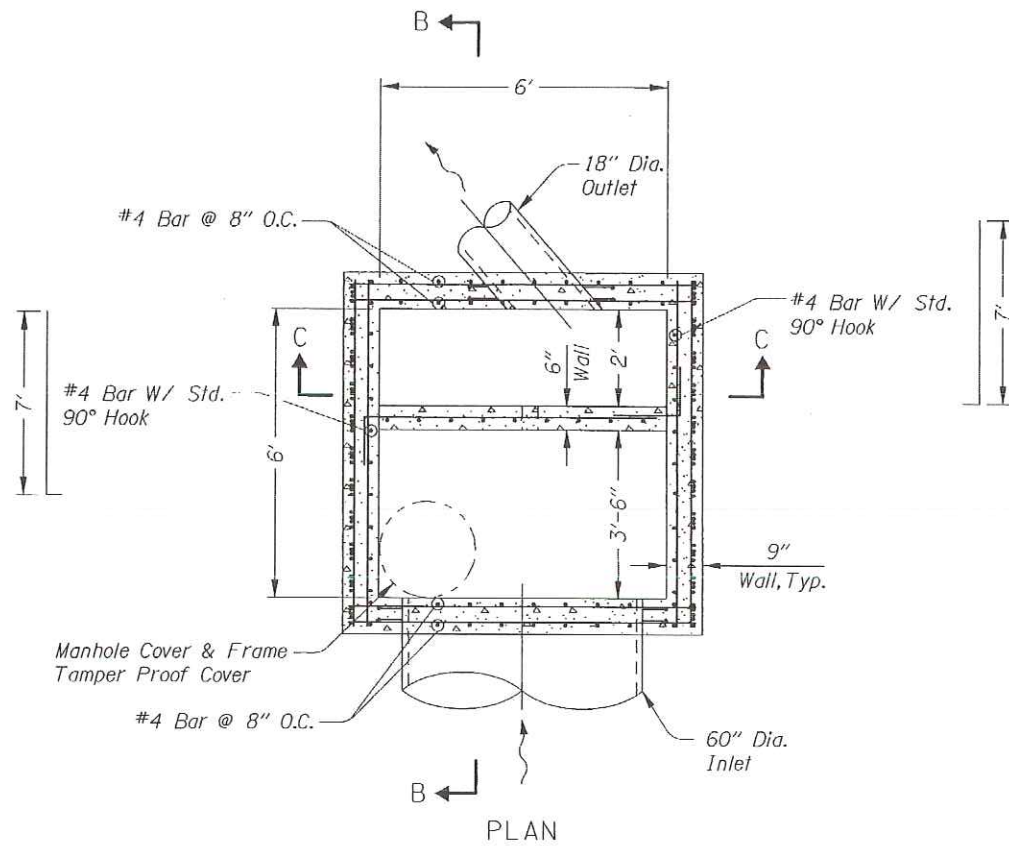
All Reinforcement Steel Shall Conform To Astm Specification A615, Grade 60 Or A706.

The Following Splice Lengths Shall Be Used,

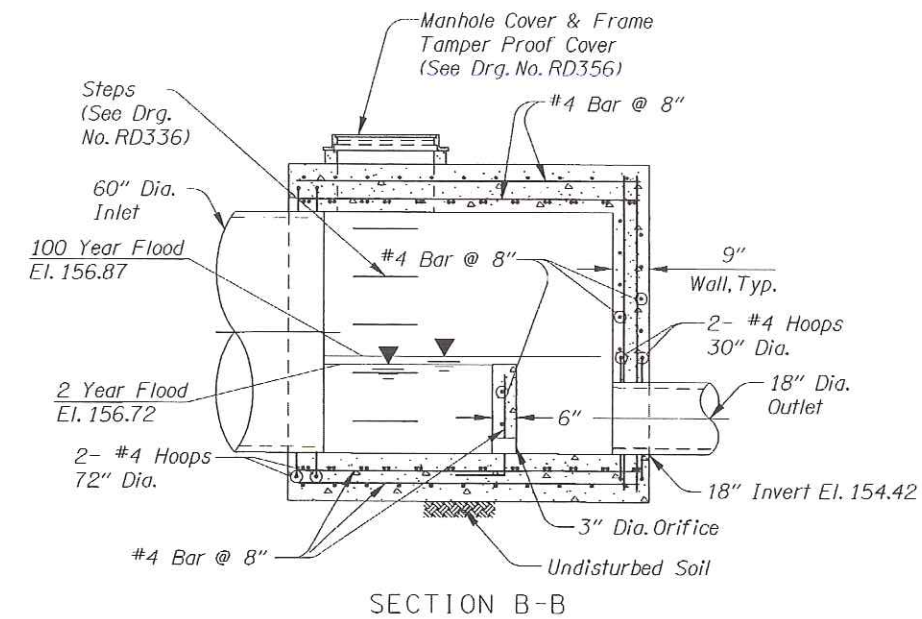
Bar Size	3	4	5	6	7	8	9	10	11
Splice Length Uncoated	1'-0"	1'-4"	1'-8"	2'-0"	2'-8"	3'-6"	4'-4"	5'-7"	6'-9"
Splice Length Epoxy Coated	1'-5"	1'-10"	2'-4"	2'-10"	3'-9"	4'-11"	6'-1"	7'-10"	9'-6"

All Bars Shall Be Placed 2" Clear Of The Nearest Face Of Concrete Unless Shown Otherwise.

Concrete In Box Culverts Shall Be Class 3600-1 1/2" Or 3/4"

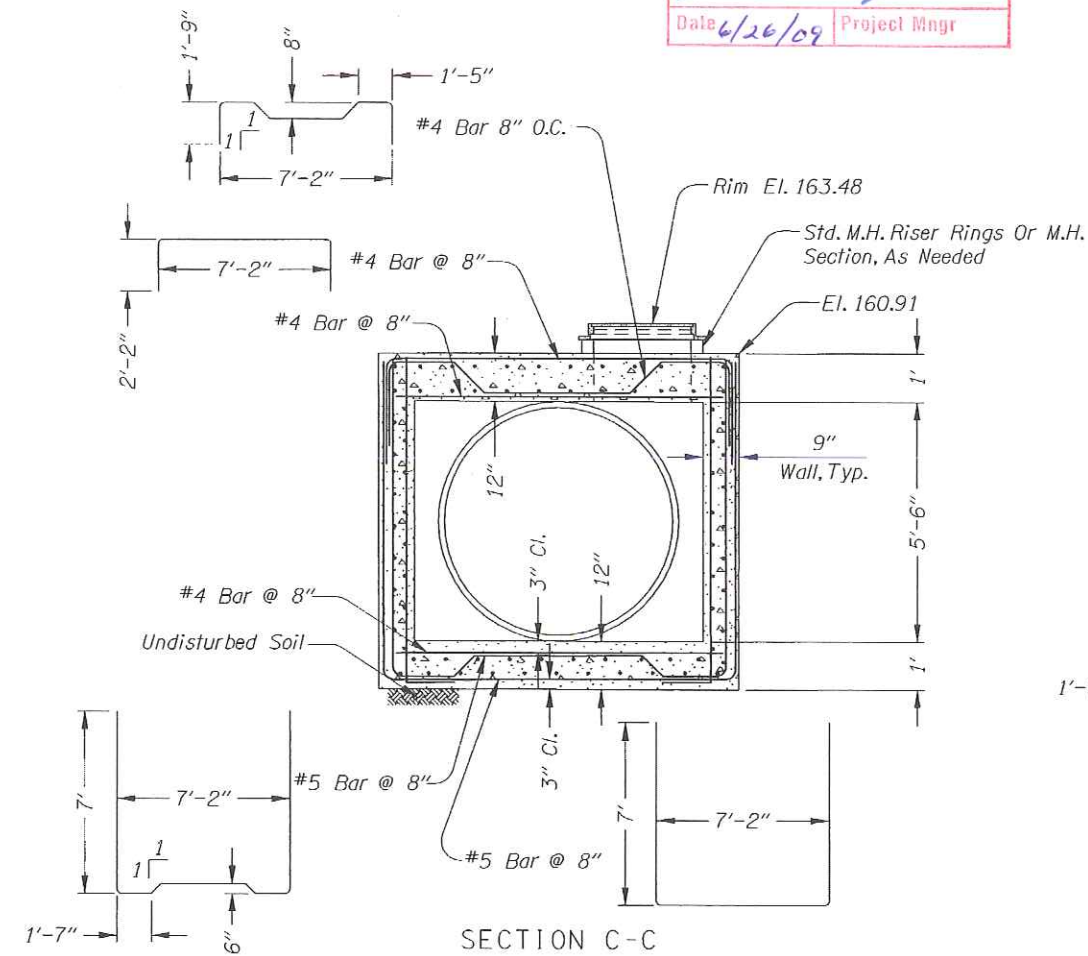


PLAN

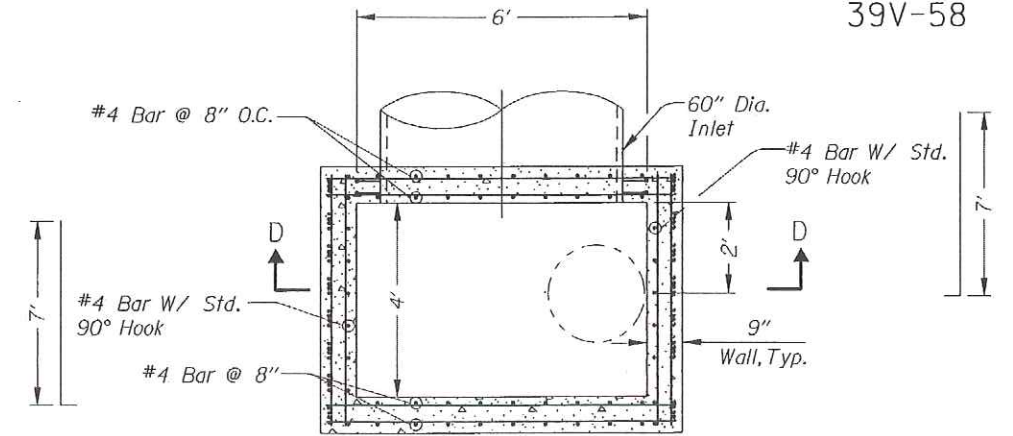


SECTION B-B

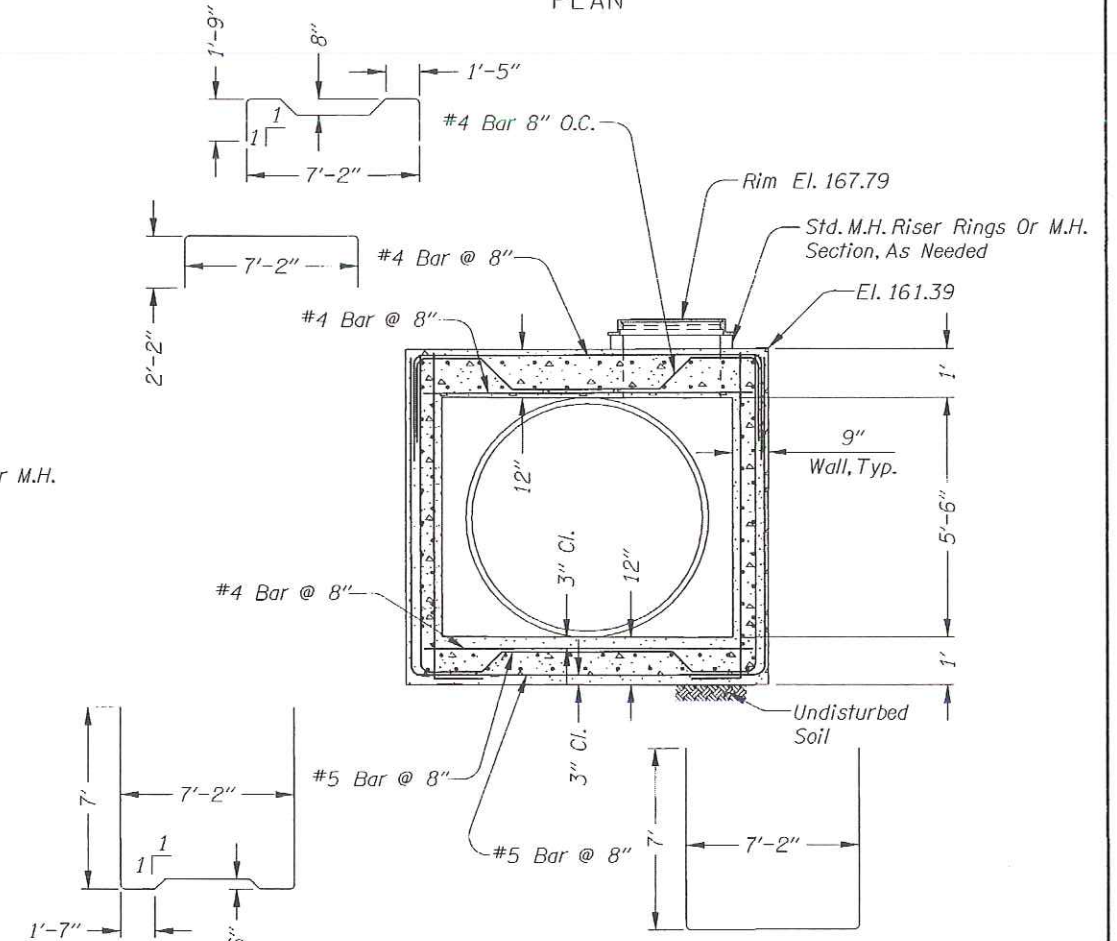
OUTLET VAULT



SECTION C-C

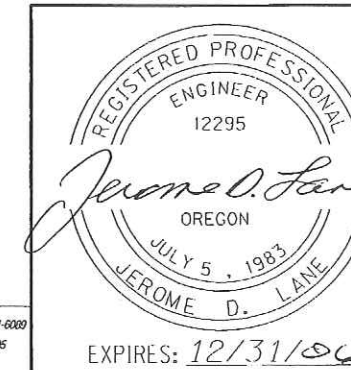


PLAN



SECTION D-D

INLET VAULT



OREGON DEPARTMENT OF TRANSPORTATION
ROADWAY ENGINEERING SECTION

I-205 WILLAMETTE RIVER BR. -
PACIFIC HWY. (UNIT 3) SEC.

EAST PORTLAND FREEWAY
CLACKAMAS & WASHINGTON COUNTIES

Design Team Leader - Jerry Lane

Designed By - James Kent

Drafted By - Mathew Bunde

**UNDERGROUND DETENTION
FACILITY #6
DETAILS**

SHEET
NO.

GJ-9B

OBE CONSULTING ENGINEERS
Corporate Office: 920 COUNTRY CLUB ROAD, SUITE 1008 EUGENE, OREGON 97401-6009
2235 MISSION STREET SE, SUITE 100 SALEM, OREGON 97302-1295
1335 POPLAR DRIVE MEDFORD, OREGON 97504-5207

Appendix C

Content:

- **Proprietary Structure Maintenance Requirements**

CDS Guide

Operation, Design, Performance and Maintenance



CDS®

Using patented continuous deflective separation technology, the CDS system screens, separates and traps debris, sediment, and oil and grease from stormwater runoff. The indirect screening capability of the system allows for 100% removal of floatables and neutrally buoyant material without blinding. Flow and screening controls physically separate captured solids, and minimize the re-suspension and release of previously trapped pollutants. Inline units can treat up to 6 cfs, and internally bypass flows in excess of 50 cfs. Available precast or cast-in-place, offline units can treat flows from 1 to 300 cfs. The pollutant removal capacity of the CDS system has been proven in lab and field testing.

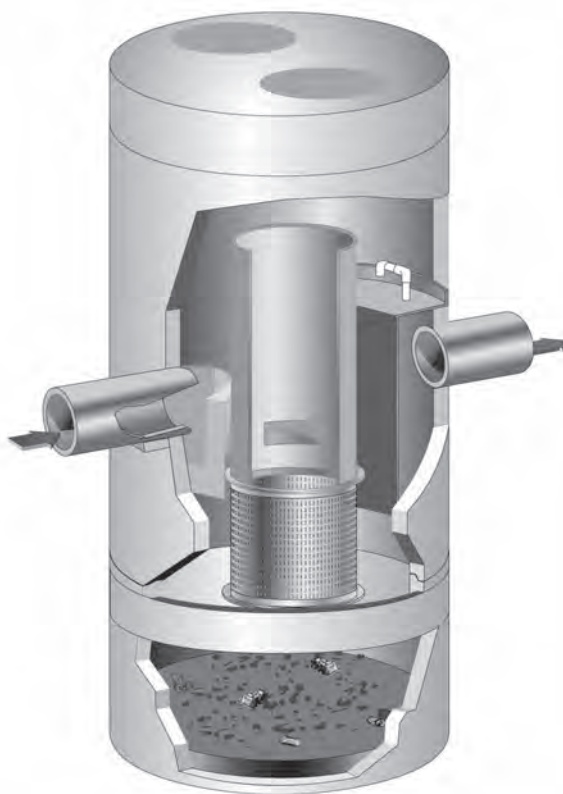
Operation Overview

Stormwater enters the diversion chamber where the diversion weir guides the flow into the unit's separation chamber and pollutants are removed from the flow. All flows up to the system's treatment design capacity enter the separation chamber and are treated.

Swirl concentration and screen deflection force floatables and solids to the center of the separation chamber where 100% of floatables and neutrally buoyant debris larger than the screen apertures are trapped.

Stormwater then moves through the separation screen, under the oil baffle and exits the system. The separation screen remains clog free due to continuous deflection.

During the flow events exceeding the design capacity, the diversion weir bypasses excessive flows around the separation chamber, so captured pollutants are retained in the separation cylinder.



Design Basics

There are three primary methods of sizing a CDS system. The Water Quality Flow Rate Method determines which model size provides the desired removal efficiency at a given flow rate for a defined particle size. The Rational Rainfall Method™ and Probabalistic Method are used when a specific removal efficiency of the net annual sediment load is required.

Typically in the Unites States, CDS systems are designed to achieve an 80% annual solids load reduction based on lab generated performance curves for a gradation with an average particle size (d50) of 125-microns (μm). For some regulatory environments, CDS systems can also be designed to achieve an 80% annual solids load reduction based on an average particle size (d50) of 75-microns (μm).

Water Quality Flow Rate Method

In many cases, regulations require that a specific flow rate, often referred to as the water quality design flow (WQQ), be treated. This WQQ represents the peak flow rate from either an event with a specific recurrence interval (i.e. the six-month storm) or a water quality depth (i.e. 1/2-inch of rainfall).

The CDS is designed to treat all flows up to the WQQ. At influent rates higher than the WQQ, the diversion weir will direct most flow exceeding the treatment flow rate around the separation chamber. This allows removal efficiency to remain relatively constant in the separation chamber and reduces the risk of washout during bypass flows regardless of influent flow rates.

Treatment flow rates are defined as the rate at which the CDS will remove a specific gradation of sediment at a specific removal efficiency. Therefore they are variable based on the gradation and removal efficiency specified by the design engineer.

Rational Rainfall Method™

Differences in local climate, topography and scale make every site hydraulically unique. It is important to take these factors into consideration when estimating the long-term performance of any stormwater treatment system. The Rational Rainfall Method combines site-specific information with laboratory generated performance data, and local historical precipitation records to estimate removal efficiencies as accurately as possible.

Short duration rain gauge records from across the United States and Canada were analyzed to determine the percent of the total annual rainfall that fell at a range of intensities. US stations' depths were totaled every 15 minutes, or hourly, and recorded in 0.01-inch increments. Depths were recorded hourly with 1-mm resolution at Canadian stations. One trend was consistent at all sites; the vast majority of precipitation fell at low intensities and high intensity storms contributed relatively little to the total annual depth.

These intensities, along with the total drainage area and runoff coefficient for each specific site, are translated into flow rates using the Rational Rainfall Method. Since most sites are relatively small and highly impervious, the Rational Rainfall Method is appropriate. Based on the runoff flow rates calculated for each intensity, operating rates within a proposed CDS system are determined. Performance efficiency curve determined from full scale laboratory tests on defined sediment PSDs is applied to

calculate solids removal efficiency. The relative removal efficiency at each operating rate is added to produce a net annual pollutant removal efficiency estimate.

Probabilistic Rational Method

The Probabilistic Rational Method is a sizing program CONTECH developed to estimate a net annual sediment load reduction for a particular CDS model based on site size, site runoff coefficient, regional rainfall intensity distribution, and anticipated pollutant characteristics.

The Probabilistic rational method is an extension of the rational method used to estimate peak discharge rates generated by storm events of varying statistical return frequencies (i.e.: 2-year storm event). Under this method, an adjustment factor is used to adjust the runoff coefficient estimated for the 10-year event, correlating a known hydrologic parameter with the target storm event. The rainfall intensities vary depending on the return frequency of the storm event under consideration. In general, these two frequency dependent parameters increase as the return frequency increases while the drainage area remains constant.

These intensities, along with the total drainage area and runoff coefficient for each specific site, are translated into flow rates using the Rational Method. Since most sites are relatively small and highly impervious, the Rational Method is appropriate. Based on the runoff flow rates calculated for each intensity, operating rates within a proposed CDS are determined. Performance efficiency curve on defined sediment PSDs is applied to calculate solids removal efficiency. The relative removal efficiency at each operating rate is added to produce a net annual pollutant removal efficiency estimate.

Treatment Flow Rate

The inlet throat area is sized to ensure that the WQQ passes through the separation chamber at a water surface elevation equal to the crest of the diversion weir. The diversion weir bypasses excessive flows around the separation chamber, thus helping to prevent re-suspension or re-entrainment of previously captured particles.

Hydraulic Capacity

CDS hydraulic capacity is determined by the length and height of the diversion weir and by the maximum allowable head in the system. Typical configurations allow hydraulic capacities of up to ten times the treatment flow rate. As needed, the crest of the diversion weir may be lowered and the inlet throat may be widened to increase the capacity of the system at a given water surface elevation. The unit is designed to meet project specific hydraulics.

Performance

Full-Scale Laboratory Test Results

A full-scale CDS unit (Model CDS2020-5B) was tested at the facility of University of Florida, Gainesville, FL. This full-scale CDS unit was evaluated under controlled laboratory conditions of pumped influent and the controlled addition of sediment.

Two different gradations of silica sand material (UF Sediment & OK-110) were used in the CDS performance evaluation. The particle size distributions (PSD) of the test materials were

analyzed using standard method "Gradation ASTM D-422 with Hydrometer" by a certified laboratory. UF Sediment is a mixture of three different U.S. Silica Sand products referred as: "Sil-Co-Sil 106", "#1 DRY" and "20/40 Oil Frac". Particle size distribution analysis shows that the UF Sediment has a very fine gradation ($d_{50} = 20$ to $30 \mu\text{m}$) covering a wide size range (uniform coefficient C_u averaged at 10.6). In comparison with the hypothetical TSS gradation specified in the NJDEP (New Jersey Department of Environmental Protection) and NJCAT (New Jersey Corporation for Advanced Technology) protocol for lab testing, the UF Sediment covers a similar range of particle size but with a finer d_{50} (d_{50} for NJDEP is approximately $50 \mu\text{m}$) (NJDEP, 2003). The OK-110 silica sand is a commercial product of U.S. Silica Sand. The particle size distribution analysis of this material, also included in Figure 1, shows that 99.9% of the OK-110 sand is finer than 250 microns, with a mean particle size (d_{50}) of 106 microns. The PSDs for the test material are shown in Figure 1.

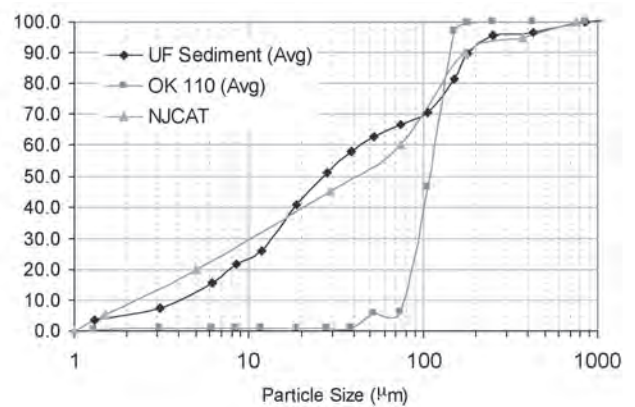


Figure 1. Particle size distributions for the test materials, as compared to the NJCAT/NJDEP theoretical distribution.

Tests were conducted to quantify the CDS unit (1.1 cfs (31.3-L/s) design capacity) performance at various flow rates, ranging from 1% up to 125% of the design capacity of the unit, using the 2400 micron screen. All tests were conducted with controlled influent concentrations approximately 200 mg/L. Effluent samples were taken at equal time intervals across the entire duration of each test run. These samples were then processed with a Dekaport Cone sample splitter to obtain representative sub-samples for Suspended Sediment Concentration (SSC – ASTM Standard Method D3977-97) and particle size distribution analysis.

Results and Modeling

Based on the testing data from the University of Florida, a performance model was developed for the CDS system. A regression analysis was used to develop a fitting curve for the scattered data points at various design flow rates. This model, which demonstrated good agreement with the laboratory data, can then be used to predict CDS system performance with respect to SSC removal for any particle size gradation assuming sandy-silt type of inorganic components of SSC. Figure 2 shows CDS predictive performance for two typical particle size gradations (NJCAT gradation and OK-110 sand).

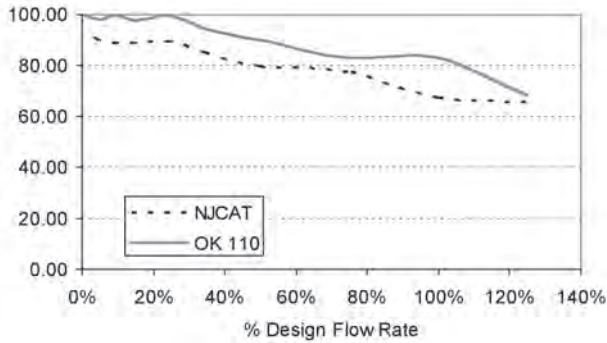


Figure 2. CDS stormwater treatment predictive performance for various particle gradations as a function of operating rate.

Many regulatory jurisdictions set a performance standard for hydrodynamic devices by stating that the devices shall be capable of achieving an 80% removal efficiency for particles having a mean particle size (d50) of 125 microns (WADOE, 2008). The model can be used to calculate the expected performance of such a PSD (shown in Figure 3). Supported by the laboratory data, the model indicates (Figure 4) that the CDS system with 2400 micron screen achieves approximately 80% removal at 100% of design flow rate, for this particle size distribution (d50 = 125 μm).

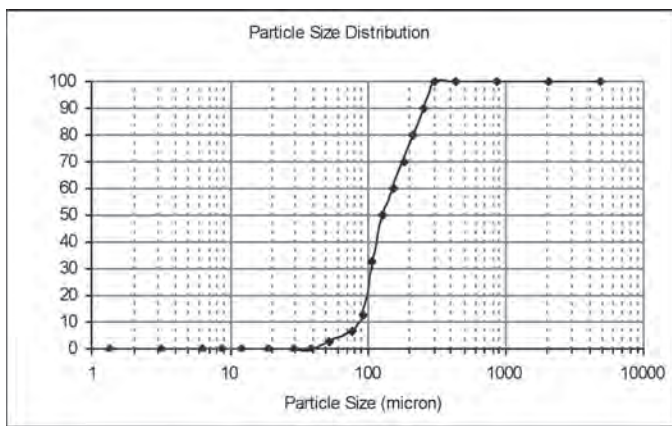


Figure 3. PSD with d50 = 125 microns, used to model performance for Ecology submittal.

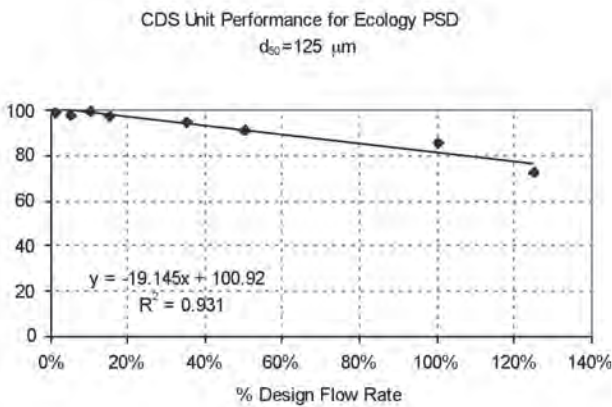


Figure 4. Modeled performance for CDS unit with 2400 microns screen, using Ecology PSD.

Maintenance

The CDS system should be inspected at regular intervals and maintained when necessary to ensure optimum performance. The rate at which the system collects pollutants will depend more heavily on site activities than the size of the unit, e.g., unstable soils or heavy winter sanding will cause the grit chamber to fill more quickly but regular sweeping of paved surfaces will slow accumulation.

Inspection

Inspection is the key to effective maintenance and is easily performed. Pollutant deposition and transport may vary from year to year and regular inspections will help insure that the system is cleaned out at the appropriate time. At a minimum, inspections should be performed twice per year (i.e. spring and fall) however more frequent inspections may be necessary in climates where winter sanding operations may lead to rapid accumulations, or in equipment washdown areas. Additionally, installations should be inspected more frequently where excessive amounts of trash are expected.

The visual inspection should ascertain that the system components are in working order and that there are no blockages or obstructions to inlet and/or separation screen. The inspection should also identify evidence of vector infestation and accumulations of hydrocarbons, trash, and sediment in the system. Measuring pollutant accumulation can be done with a calibrated dipstick, tape measure or other measuring instrument. If sorbent material is used for enhanced removal of hydrocarbons then the level of discoloration of the sorbent material should also



be identified during inspection. It is useful and often required as part of a permit to keep a record of each inspection. A simple form for doing so is provided.

Access to the CDS unit is typically achieved through two manhole access covers. One opening allows for inspection and cleanout of the separation chamber (screen/cylinder) and isolated sump. The other allows for inspection and cleanout of sediment captured and retained behind the screen. For units possessing a sizable depth below grade (depth to pipe), a single manhole access point would allow both sump cleanout and access behind the screen.

The CDS system should be cleaned when the level of sediment has reached 75% of capacity in the isolated sump and/or when an appreciable level of hydrocarbons and trash has accumulated. If sorbent material is used, it should be replaced when significant discoloration has occurred. Performance will not be impacted until 100% of the sump capacity is exceeded however it is recommended that the system be cleaned prior to that for easier removal of sediment. The level of sediment is easily determined by measuring from finished grade down to the top of the sediment pile. To avoid underestimating the level of sediment in the chamber, the measuring device must be lowered to the top of the sediment pile carefully. Finer, silty particles at the top of the pile typically offer less resistance to the end of the rod than larger particles toward the bottom of the pile. Once this measurement is recorded, it should be compared to the as-built drawing for the unit to determine if the height of the sediment pile off the bottom of the sump floor exceeds 75% of the total height of isolated sump.

Cleaning

Cleaning of the CDS systems should be done during dry weather conditions when no flow is entering the system. Cleanout of the CDS with a vacuum truck is generally the most effective and convenient method of excavating pollutants from the system. Simply remove the manhole covers and insert the vacuum hose into the sump. The system should be completely drained down and the sump fully evacuated of sediment. The area outside the screen should be pumped out also if pollutant build-up exists in this area.

In installations where the risk of petroleum spills is small, liquid contaminants may not accumulate as quickly as sediment. However, an oil or gasoline spill should be cleaned out immediately. Motor oil and other hydrocarbons that accumulate on a more routine basis should be removed when an appreciable layer has been captured. To remove these pollutants, it may be preferable to use adsorbent pads since they are usually less expensive to dispose than the oil/water emulsion that may be created by vacuuming the oily layer. Trash can be netted out if you wish to separate it from the other pollutants. The screen should be power washed to ensure it is free of trash and debris.

Manhole covers should be securely seated following cleaning activities to prevent leakage of runoff into the system from above and also to ensure proper safety precautions. Confined Space Entry procedures need to be followed. Disposal of all material removed from the CDS system should be done in accordance with local regulations. In many locations, disposal of evacuated sediments may be handled in the same manner as disposal of sediments removed from catch basins or deep sump manholes. Check your local regulations for specific requirements on disposal.



CDS Model	Diameter		Distance from Water Surface to Top of Sediment Pile		Sediment Storage Capacity	
	ft	m	ft	m	yd ³	m ³
CDS2015-4	4	1.2	3.0	0.9	0.5	0.4
CDS2015	5	1.5	3.0	0.9	1.3	1.0
CDS2020	5	1.5	3.5	1.1	1.3	1.0
CDS2025	5	1.5	4.0	1.2	1.3	1.0
CDS3020	6	1.8	4.0	1.2	2.1	1.6
CDS3030	6	1.8	4.6	1.4	2.1	1.6
CDS3035	6	1.8	5.0	1.5	2.1	1.6
CDS4030	8	2.4	4.6	1.4	5.6	4.3
CDS4040	8	2.4	5.7	1.7	5.6	4.3
CDS4045	8	2.4	6.2	1.9	5.6	4.3

Table 1: CDS Maintenance Indicators and Sediment Storage Capacities

Note: To avoid underestimating the volume of sediment in the chamber, carefully lower the measuring device to the top of the sediment pile. Finer silty particles at the top of the pile may be more difficult to feel with a measuring stick. These finer particles typically offer less resistance to the end of the rod than larger particles toward the bottom of the pile.



Support

- Drawings and specifications are available at www.contechstormwater.com.
- Site-specific design support is available from our engineers.



800.925.5240

contechstormwater.com

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OPERATIONS AND MAINTENANCE GUIDELINES

CDS Stormwater Treatment Unit

INTRODUCTION

The CDS unit is an important and effective component of your storm water management program and proper operation and maintenance of the unit are essential to demonstrate your compliance with local, state and federal water pollution control requirements.

The CDS technology features a patented non-blocking, indirect screening technique developed in Australia to treat water runoff. The unit is highly effective in the capture of suspended solids, fine sands and larger particles. Because of its non-blocking screening capacity, the CDS unit is un-matched in its ability to capture and retain gross pollutants such as trash and debris. In short, CDS units capture a very wide range of organic and in-organic solids and pollutants that typically result in tons of captured solids each year such as: Total suspended solids (TSS) and other sedimentitious materials, oil and greases, trash, and other debris (including floatables, neutrally buoyant, and negatively buoyant debris). These pollutants will be captured even under very high flow rate conditions.

CDS units are equipped with conventional oil baffles to capture and retain oil and grease. Laboratory evaluations show that the CDS units are capable of capturing up to 70% of the free oil and grease from storm water. CDS units can also accommodate the addition of oil sorbents within their separation chambers. The addition of the oil sorbents can ensure the permanent removal of 80% to 90% of the free oil and grease from the storm water runoff.

OPERATIONS

The CDS unit is a non-mechanical self-operating system and will function any time there is flow in the storm drainage system. The unit will continue to effectively capture pollutants in flows up to the design capacity even during extreme rainfall events when the design capacity may be exceeded. Pollutants captured in the CDS unit's separation chamber and sump will be retained even when the units design capacity is exceeded.

CDS UNIT INSPECTION

Access to the CDS unit is typically achieved through two manhole access covers – one allows inspection (and cleanout) of the separation chamber (screen/cylinder) & sump and another allows inspection (and cleanout) of sediment captured and retained behind the screen.

The unit should be periodically inspected to determine the amount of accumulated pollutants and to ensure that the cleanout frequency is adequate to handle the predicted pollutant load being processed by the CDS unit. The unit should be periodically inspected for indications of vector infestation, as well. The recommended cleanout of

Patented continuous deflection separation (CDS) technology

Using patented continuous deflective separation technology, the CDS system screens, separates and traps debris, sediment, and oil and grease from stormwater runoff. The indirect screening capability of the system allows for 100% removal of floatables and neutrally buoyant material without blinding. Flow and screening controls physically separate captured solids, and minimize the re-suspension and release of previously trapped pollutants. Available precast or cast-in-place, offline units can treat flows from 1 to 300 cfs. Inline units can treat up to 6 cfs, and internally bypass flows in excess of 50 cfs. The pollutant removal capability of the CDS system has been proven in the lab and field.

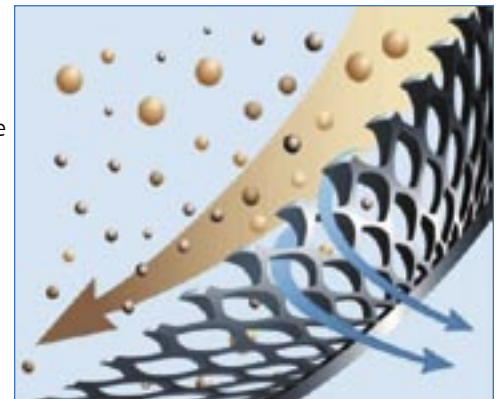
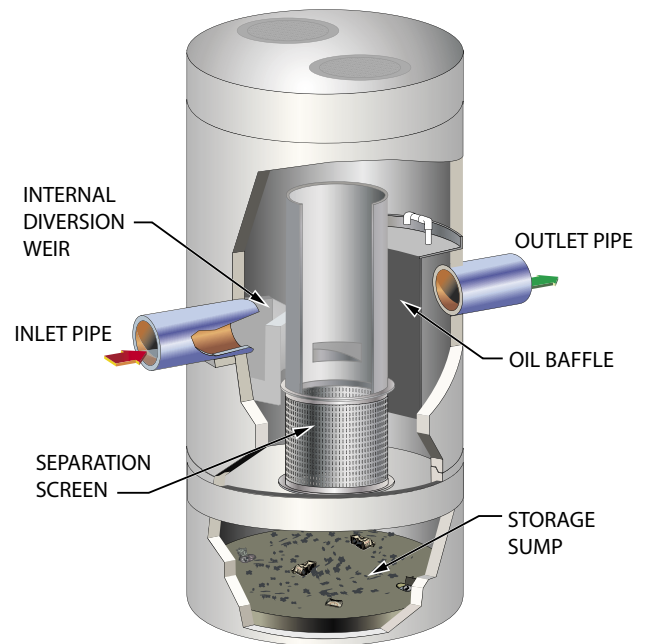
How does it work?

Stormwater enters the CDS unit's diversion chamber where the diversion weir guides the flow into the unit's separation chamber and pollutants are removed. All flows up to the system's treatment design capacity enter the separation chamber.

Swirl concentration and screen deflection forces floatables and solids to the center of the separation chamber where 100% of floatables and neutrally buoyant debris larger than the screen apertures are trapped.

Stormwater then moves through the separation screen, under the oil baffle and exits the system. The separation screen remains clog free due to continuous deflection.

During flow events exceeding the design capacity, the diversion weir bypasses excessive flows around the separation chamber, so captured pollutants will not wash out.



CDS

- Removes sediment, trash, and free oil and grease
- Patented screening technology captures and retains 100% of floatables, including neutrally buoyant and all other material greater than the screen aperture
- Operation independent of flow
- Performance verified through lab and field testing
- Unobstructed maintenance access
- Customizable/flexible design and multiple configurations available
- Separates and confines pollutants from outlet flow
- Grate inlet available
- Multiple screen aperture sizes available

Available Models

Refer to the following tables for our standard models, sizes, and treatment capacities. Drawings and specifications are available at contechstormwater.com.

We encourage you to contact your local stormwater consultant for site-specific design assistance. In many cases our products can be customized to fit your particular project's needs.

Local regulations may impact design requirements.

	CDS Model	Structure Diameter ¹		Typical Depth Below Invert		Water Quality Flow ²		Screen		Sump Storage	
		ft	m	ft	m	125 μ m cfs	L/s	Diameter/Height ft	m	yd ³	m ³
Inline	PMIU20_15	4	1.2	3.7	1.1	0.7	19.8	2.0/1.5	0.6/0.5	0.5	0.4
	PMIU20_15_4	4	1.2	3.5	1.1	0.7	19.8	2.0/1.5	0.6/0.5	0.5	0.4
	PMSU20_15	5	1.5	4.4	1.3	0.7	19.8	2.0/1.5	0.6/0.5	1.1	0.8
	PMSU20_20	5	1.5	5.0	1.5	1.1	31.1	2.0/2.0	0.6/0.6	1.1	0.8
	PMSU20_25	5	1.5	5.3	1.6	1.6	45.3	2.0/2.5	0.6/0.8	1.1	0.8
	PMSU30_20	6	1.8	5.5	1.7	2.0	56.6	3.0/2.0	0.9/0.6	2.1	1.6
	PMSU30_30	6	1.8	6.5	2.0	3.0	85.0	3.0/3.0	0.9/0.9	2.1	1.6
	PMSU40_30	8	2.4	7.8	2.4	4.5	127.4	4.0/3.0	1.2/0.9	5.6	4.3
Offline	PMSU40_40	8	2.4	8.8	2.7	6.0	169.9	4.0/4.0	1.2/1.2	5.6	4.3
	PSWC30_20	6	1.8	5.3	1.6	2.0	56.6	3.0/2.0	0.9/0.6	1.9	1.5
	PSW30_30	varies	varies	6.3	1.9	3.0	85.0	3.0/3.0	0.9/0.9	5.8	4.4
	PSWC30_30	6	1.8	6.3	1.9	3.0	85.0	3.0/3.0	0.9/0.9	2.1	1.6
	PSWC40_30	7	2.1	7.7	2.3	4.5	127.4	4.0/3.0	1.2/0.9	1.9	1.5
	PSWC40_40	7	2.1	8.8	2.7	6.0	169.9	4.0/4.0	1.2/1.2	1.9	1.5
	PSW50_42	varies	varies	8.8	2.7	9.0	254.9	5.0/4.2	1.5/1.3	1.9	1.5
	PSWC56_40	8	2.4	8.8	2.7	9.0	254.9	5.6/4.0	1.7/1.2	1.9	1.5
	PSW50_50	varies	varies	9.5	2.9	11.0	311.5	5.0/5.0	1.5/1.5	1.9	1.5
	PSWC56_53	8	2.4	10.1	3.1	14.0	396.4	5.6/5.3	1.7/1.6	1.9	1.5
	PSWC56_68	8	2.4	11.8	3.6	19.0	538.0	5.6/6.8	1.7/2.1	1.9	1.5
	PSWC56_78	8	2.4	12.8	3.9	25.0	707.9	5.6/7.8	1.7/2.4	1.9	1.5
	PSW70_70	varies	varies	13.0	4.0	26.0	736.2	7.0/7.0	2.1/2.1	3.9	3.0
	PSW100_60	varies	varies	11.0	3.4	30.0	849.5	10.0/6.0	3.0/1.8	6.9	5.3
	PSW100_80	varies	varies	13.0	4.0	50.0	1415.8	10.0/8.0	3.0/2.4	6.9	5.3
PSW100_100	varies	varies	15.0	4.6	64.0	1812.3	10.0/10.0	3.0/3.0	6.9	5.3	

1. Structure diameter represents the standard inside dimension of the concrete structure. Offline systems will require additional concrete diversion components.

2. Water Quality Flow is based on 80% removal of a particle size distribution with an average particle size of 125 microns. This flow also represents the maximum flow prior to which bypass occurs. Test results are based on use of a 2400 micron screen.

Cast-in-place system are available to treat higher flows. Check with your local representatives for specifications.

Notes: Systems can be sized based on a water quality flow (e.g. 1 inch storm) or on a net annual basis depending on the local regulatory requirement. When sizing based on a water quality storm, the required flow to be treated should be equal to or less than the listed water quality flow for the selected system. Systems sized based on a water quality storm are generally more conservatively sized. Additional particle size distributions are available for sizing purposes upon request. Depth below invert is measured to the inside bottom of the system. This depth can be adjusted to meet specific storage or maintenance requirements. Contact our support staff for the most cost effective sizing for your area.

Appendix C

Content:

- **Proprietary Structure Maintenance Requirements**