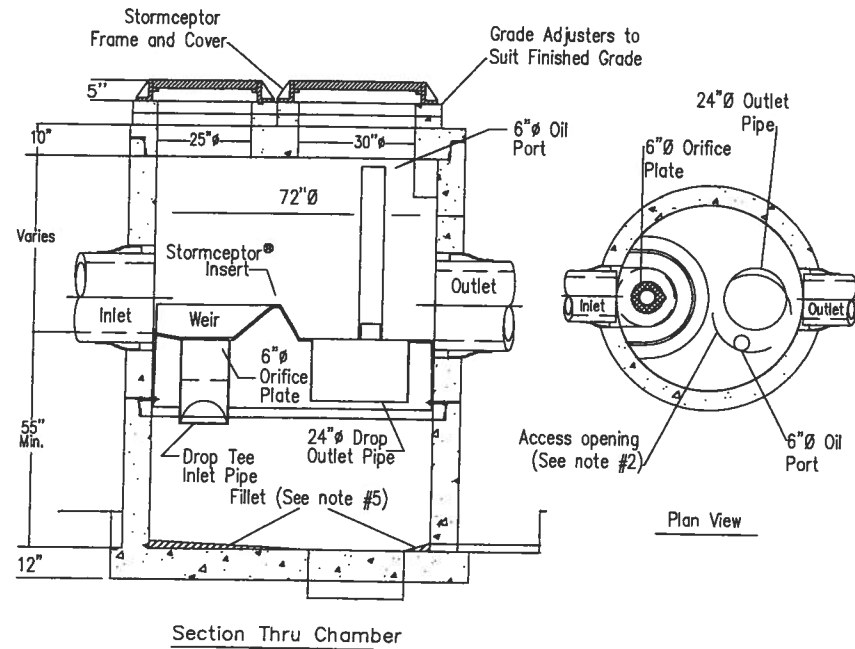


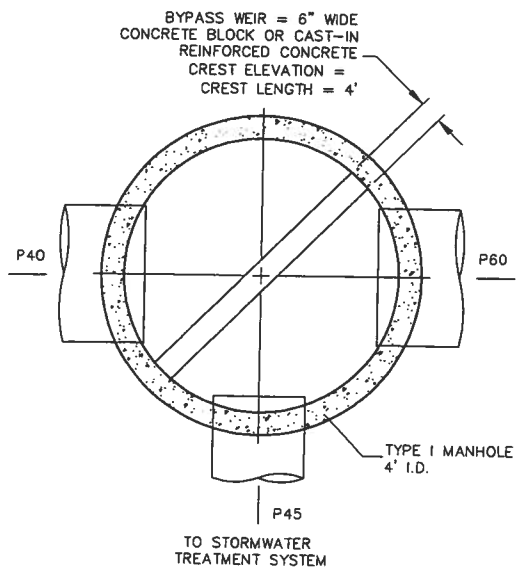
STC 900 Precast Concrete Stormceptor®
(900 U.S. Gallon Capacity)
Municipality of Anchorage Standard



- Notes:**
1. The Use Of Flexible Connection is Recommended at The Inlet and Outlet Where Applicable.
 2. The 30" Opening Will be Positioned Over The Outlet Drop Pipe and The Oil Port. The 25" Opening Will be Positioned Over The Inlet Drop Tee.
 3. The Stormceptor System is protected by one or more of the following U.S. Patents: #4985148, #5498331, #5725760, #5753115, #5849181, #6068765, #6371690.
 4. Contact a Concrete Pipe Division representative for further details not listed on this drawing.
 5. Contractor is responsible to make arrangements with the Precaster to cast the "fillet" prior to delivery. 6. Dimensions may vary with local manufacture; D&S Concrete Inc., 2140 E. 84th Court, Anchorage, AK 99507.

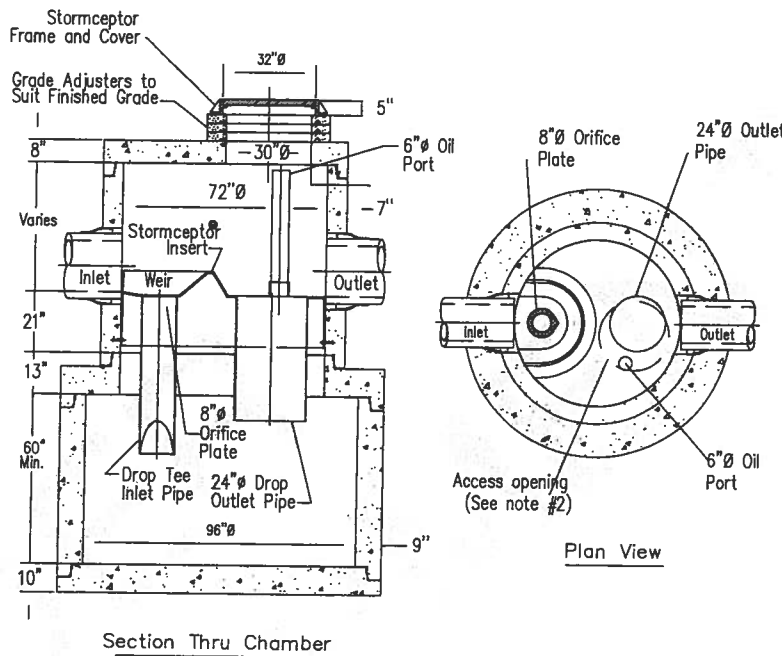
Rev. 3.25.09

1 STRUCTURE S10 - STC 900
D1 NTS



4 STRUCTURE S90 - BYPASS WEIR DETAIL
D1 NTS

STC 2400 Precast Concrete Stormceptor®
(2400 U.S. Gallon Capacity)

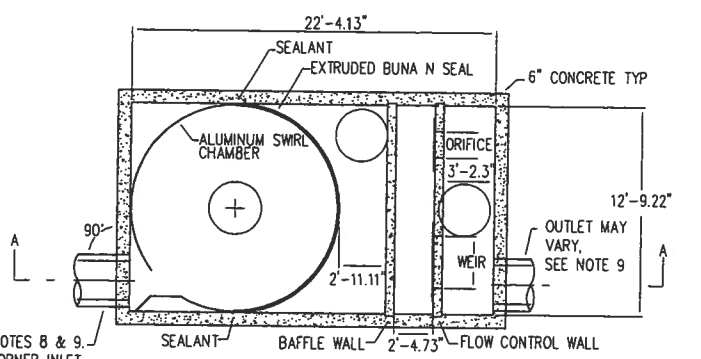


- Notes:**
1. The Use Of Flexible Connection is Recommended at The Inlet and Outlet Where Applicable.
 2. The Cover Should be Positioned Over The Outlet Drop Pipe and The Oil Port.
 3. The Stormceptor System is protected by one or more of the following U.S. Patents: #4985148, #5498331, #5725760, #5753115, #5849181, #6068765, #6371690.
 4. Contact a Concrete Pipe Division representative for further details not listed on this drawing.

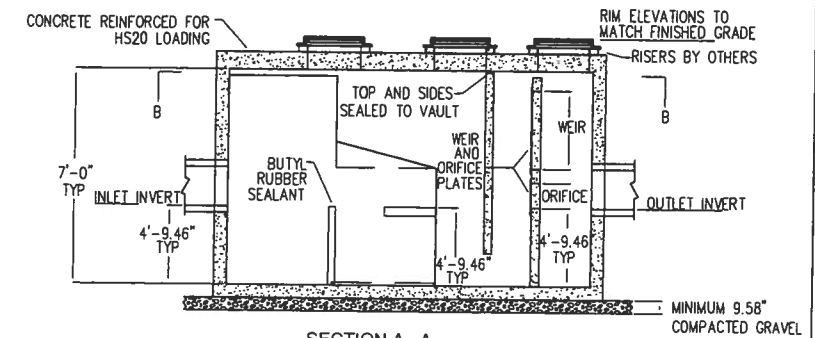
Rinker 031

2 STRUCTURE S200 - STC 2400
D1 NTS

NOTE:
VORTECHS SYSTEMS INSTALLED IN A BYPASS CONFIGURATION REQUIRE AN UPSTREAM DIVERSION STRUCTURE THAT SHALL BE DETAILED BY THE CONSULTING ENGINEER WITH ELEVATION AND WEIR WIDTH DATA PROVIDED BY CONTECH STORMWATER SOLUTIONS.



INLET VARIES, SEE NOTES 8 & 9. INLET PIPE MUST BE A CORNER INLET TO INTRODUCE FLOW TANGENTIALLY TO THE SWIRL CHAMBER.



- NOTES:**
1. STORMWATER TREATMENT SYSTEM (SWTS) SHALL HAVE: PEAK TREATMENT CAPACITY: 11 CFS SEDIMENT STORAGE: 4 CU YD SEDIMENT CHAMBER DIA: 8' MIN
 2. SWTS SHALL BE CONTAINED IN ONE RECTANGULAR STRUCTURE
 3. SWTS REMOVAL EFFICIENCY SHALL BE DOCUMENTED BASED ON PARTICLE SIZE
 4. SWTS SHALL RETAIN FLOATABLES AND TRAPPED SEDIMENT UP TO AND INCLUDING PEAK TREATMENT CAPACITY
 5. SWTS INVERTS IN AND OUT ARE TYPICALLY AT THE SAME ELEVATION
 6. SWTS SHALL NOT BE COMPROMISED BY EFFECTS OF DOWNSTREAM TAILWATER
 7. SWTS SHALL HAVE NO INTERNAL COMPONENTS THAT
 8. INLET PIPE MUST BE PERPENDICULAR TO THE STRUCTURE
 9. PIPE ORIENTATION MAY VARY; SEE SITE PLAN FOR SIZE AND LOCATION
 10. PURCHASER SHALL NOT BE RESPONSIBLE FOR ASSEMBLY OF UNIT
 11. MANHOLE FRAMES AND PERFORATED COVERS SUPPLIED WITH SYSTEM, NOT INSTALLED
 12. PURCHASER TO PREPARE EXCAVATION AND PROVIDE CRANE FOR OFF-LOADING AND SETTING AT TIME OF DELIVERY
 13. VORTECHS SYSTEMS BY CONTECH STORMWATER SOLUTIONS; PORTLAND, OR (800)548-4667; SCARBOROUGH, ME (877) 907-8676; LINTHICUM, MD (866) 740-3318.

CONTECH STORMWATER SOLUTIONS™

STANDARD DETAIL
STORMWATER TREATMENT SYSTEM
VORTECHS® MODEL 7000

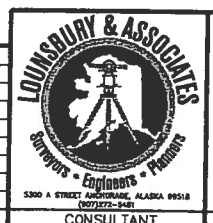
U.S. PATENT NO. 6,789,415

DATE: XXXXXX | SCALE: NONE | FILE NAME: FILENAME | DRAWN: WWWW | CHECKED: WWWW

3 STRUCTURE S70 - VORTECHS 7000
D1 NTS

PRE-PSE JULY 2010

REV	DATE	DESCRIPTION	BY



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REVIEW
COPY

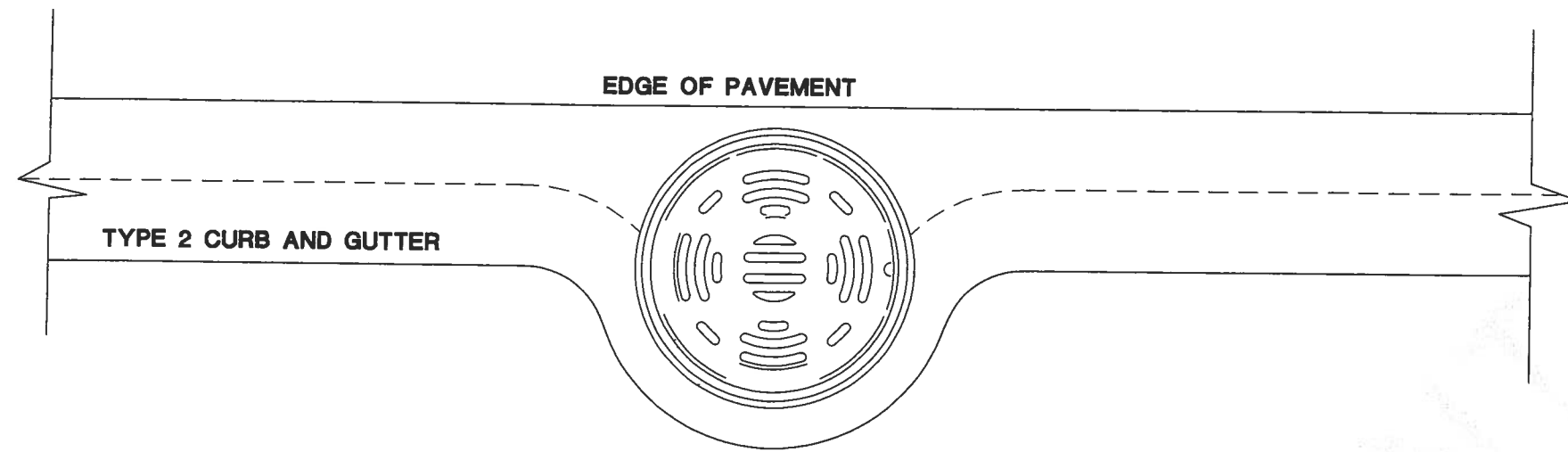


PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

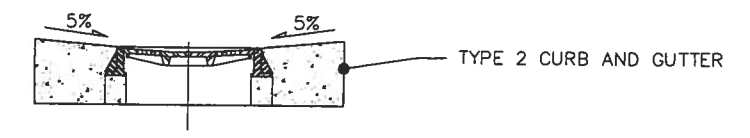
ARLENE DRIVE/PELICAN DRIVE/PELICAN COURT/KINGFISHER DRIVE ROAD RECONSTRUCTION RID

DETAILS

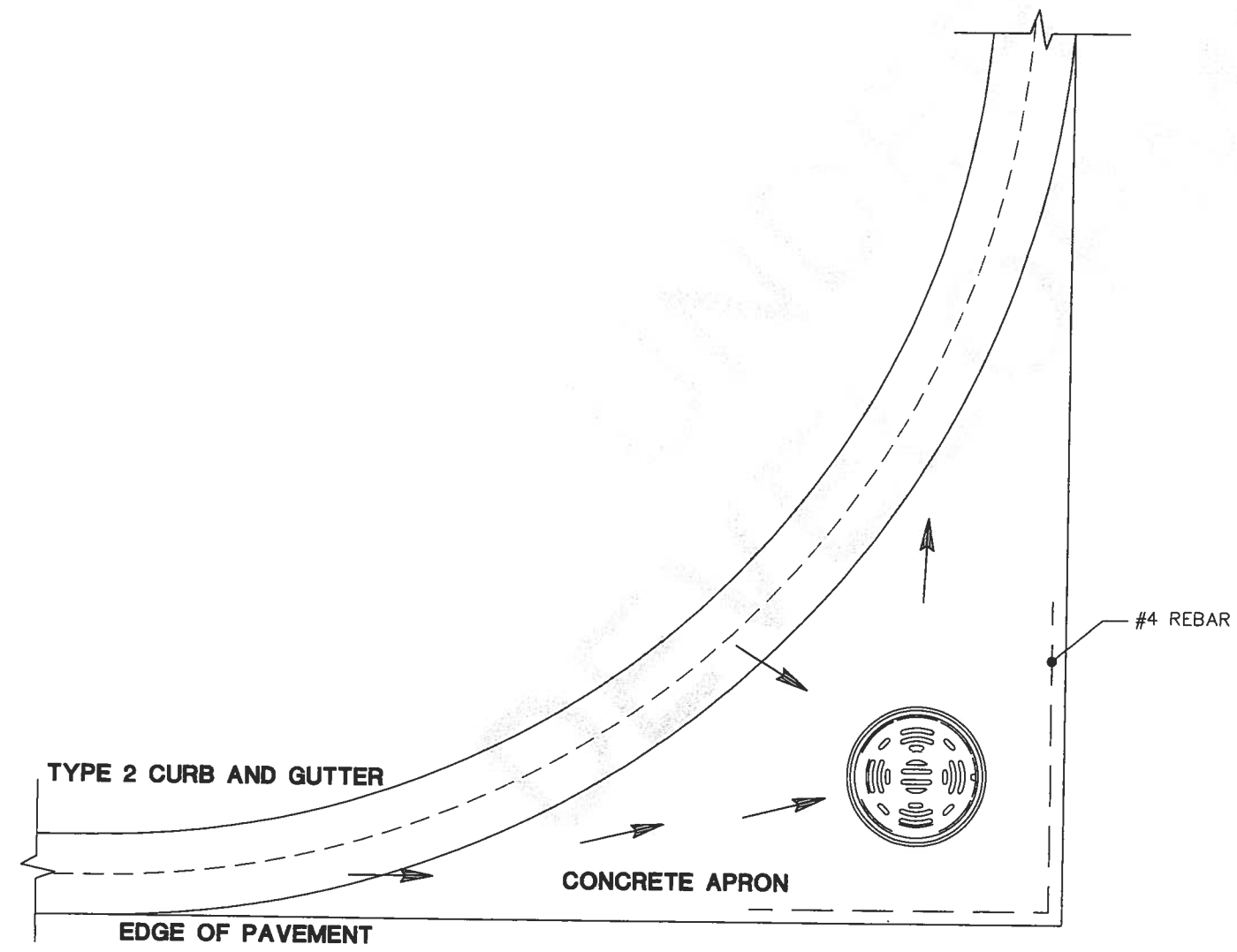
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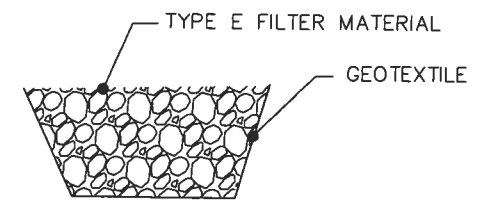
1
D2 TOP INLET CATCH BASIN MANHOLE
NTS



3
D2 TOP INTAKE DETAIL
NTS



2
D2 S160 TOP INTAKE DETAIL
NTS



4
D2 FILTER ROCK DRAIN
NTS

FILTER ROCK DRAIN SUMMARY

Arlene Drive

Begin		End		Length (LF)
Station	Offset	Station	Offset	
14+35	18L	29+20	18L	1485
16+35	18L	16+35	1R	19
18+25	18L	18+25	12R	30
20+00	18L	20+00	8R	26
20+50	18L	20+60	11R	29
23+88	18L	23+88	6R	24
27+33	18L	27+33	12R	30
30+92	18L	30+90	9R	27
29+90	18L	31+80	18L	190

Pelican Drive

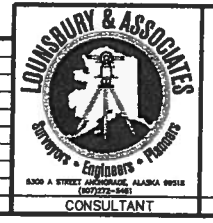
Begin		End		Length (LF)
Station	Offset	Station	Offset	
40+52	16L	47+00	16L	648
41+35	16L	41+35	2R	18
43+33	16L	43+27	10R	26
46+17	16L	16+13	3R	19
50+63	16L	50+60	12R	28
47+43	16L	51+40	16L	397
51+77	16L	53+70	16L	193

Pelican Court
Entire Curb Line to Connection with Pelican Drive.

Kingfisher Drive

Begin		End		Length (LF)
Station	Offset	Station	Offset	
60+30	16R	71+35	16L	1105
62+92	16R	62+92	16R	32
68+28	16L	68+28	1R	17

REV	DATE	DESCRIPTION	BY



**PRE-PS&E
REVIEW
COPY**



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 PM&E PROJECT NO. 08-019
 ARLENE DRIVE/PELICAN DRIVE/PELICAN COURT/KINGFISHER DRIVE ROAD RECONSTRUCTION RID
DETAILS
 SCALE: H: XX DATE: JULY 2010 GRIDS: 2427 SHEET D2 of 54
 ACCT. NO. 08-028

PRE-PSE JULY 2010