

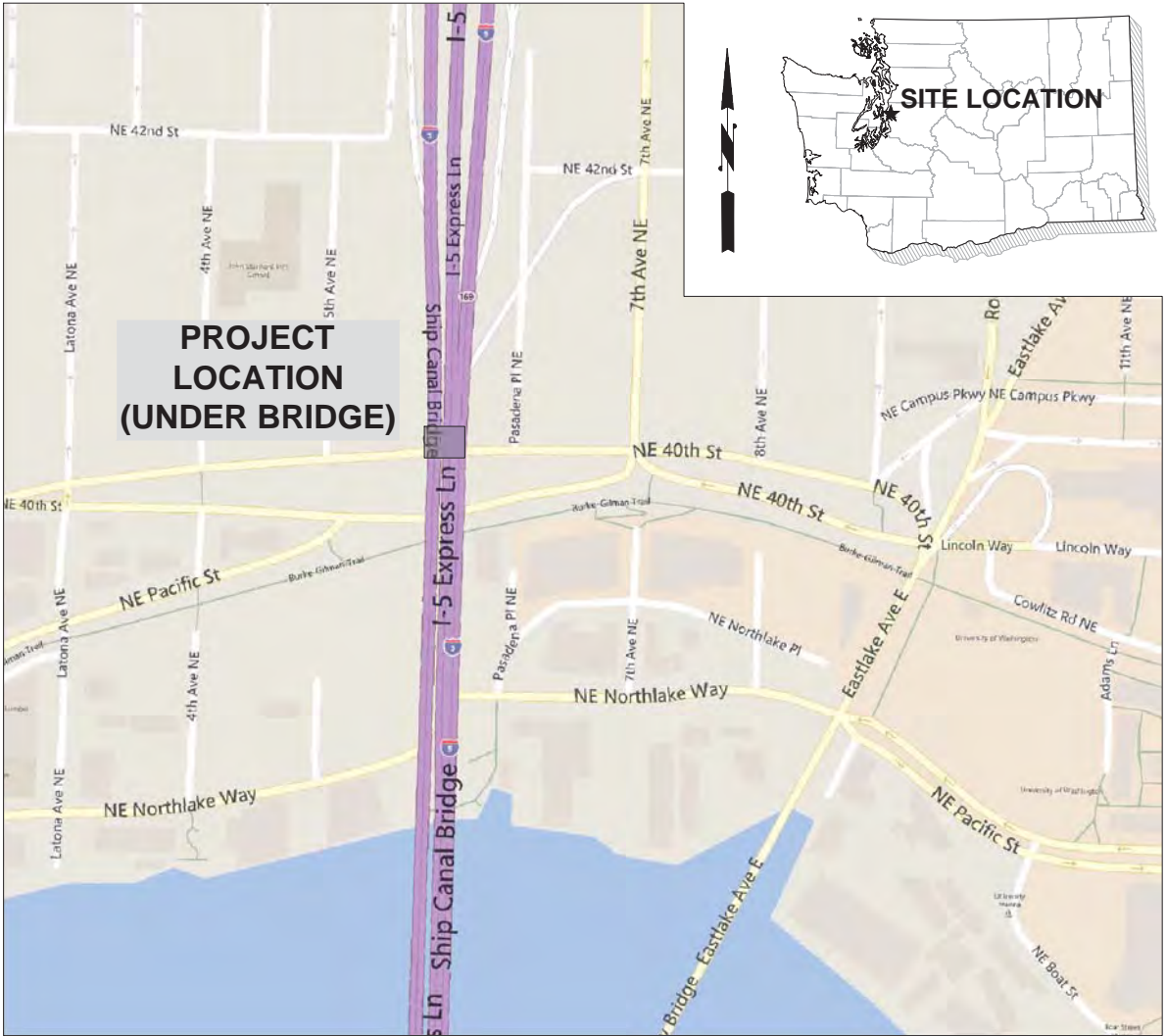
APPENDIX B

Design Drawings of the Test System

ROTONDO ENVIRONMENTAL SOLUTIONS, LLC

SHIP CANAL FACILITY

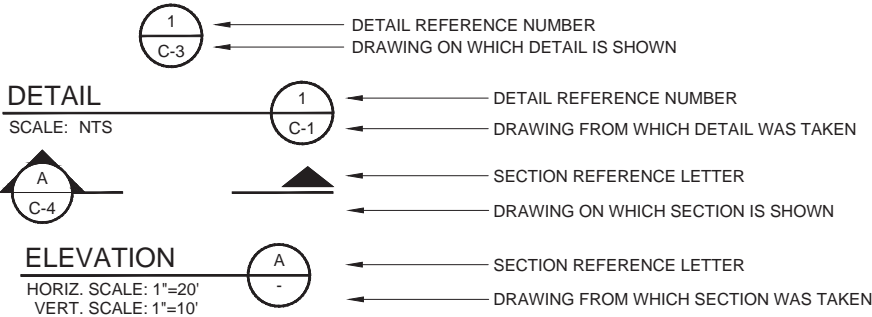
SEATTLE, WASHINGTON



VICINITY MAP

SCALE: 1"= 500'

| SHEET INDEX | | |
|-------------|-------------|--|
| SHEET NO. | DRAWING NO. | DESCRIPTION |
| 1 | G-1 | TITLE SHEET, VICINITY MAP, AND SHEET INDEX |
| 2 | G-2 | GENERAL NOTES |
| 3 | C-1 | PLAN VIEW AND ELEVATION |
| 4 | C-2 | DETAILS (1 OF 2) |
| 5 | C-3 | DETAILS (2 OF 2) |



"-" INDICATES THAT THE DETAIL/SECTION IS SHOWN ON THE SAME SHEET

"TYP" INDICATES THAT THE DETAIL/SECTION IS UNIFORMLY TYPICAL THROUGHOUT PROJECT EXCEPT WHERE OTHERWISE NOTED

NOTE AND DETAIL/SECTION REFERENCING

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SHIP CANAL FACILITY

TITLE SHEET, VICINITY MAP, AND SHEET
INDEX

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| DATE: | MARCH 2017 |
| PROJECT NO: | 15-05988-000 |
| DRAWING NO: | G-1 |
| SHEET NO: | 1 OF 5 |

GENERAL CONSTRUCTION NOTES:

1. ALL WORK SHALL CONFORM TO WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, AND ALL OTHER APPLICABLE CODES AND STANDARDS UNLESS SPECIFICALLY INDICATED OTHERWISE BY THESE PLANS.
2. IN CASE OF A CONFLICT BETWEEN THE REGULATORY STANDARDS OR SPECIFICATIONS, THE MORE STRINGENT REQUIREMENT SHALL PREVAIL.
3. CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO BEGINNING WORK AND REVIEW CONFLICTS WITH ENGINEER BEFORE PROCEEDING

CONTRACTOR SHALL OBTAIN ANY AND ALL REQUIRED PERMITS PRIOR TO STARTING CONSTRUCTION.

SITE PREPARATION:

SITE PREPARATION INCLUDES BUT IS NOT LIMITED TO REMOVAL AND DISPOSAL OF ALL TRASH AND DEBRIS WITHIN PROJECT LIMITS, CLEARING AND GRUBBING WITHIN THE GRADING EXTENTS, AND REMOVAL AND DISPOSAL OF ABANDONED STRUCTURES AND MATERIAL SHOWN IN FIGURE 1 - ITEMS TO BE REMOVED (INCLUDED FOR BIDDING PURPOSES), INCLUDING A CONCRETE VAULT (APPROXIMATELY 19' X 9' X 10'). ALL REMOVED ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY.

1. THE CONTRACTOR SHALL PREPARE AND IMPLEMENT A SPILL PREVENTION, CONTROL, AND COUNTERMEASURES PLAN (SPCC PLAN) FOR ALL FUELS, PETROLEUM PRODUCTS AND HAZARDOUS MATERIALS, AS DEFINED IN CHAPTER 477 OF THE WSDOT ENVIRONMENTAL PROCEDURES MANUAL. PLAN SHALL INCLUDE IDENTIFICATION OF RESPONSIBLE PERSONNEL, SPILL REPORTING CONTACTS, POTENTIAL SPILL SOURCES, AND SPILL PREVENTION AND SPILL RESPONSES MEASURES.
2. TRAFFIC CONTROL MEASURES SHALL BE EMPLOYED IN ACCORDANCE WITH WSDOT TEMPORARY TRAFFIC CONTROL REQUIREMENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF EXISTING UTILITY LOCATIONS WHETHER OR NOT THESE UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL EXERCISE CARE TO AVOID DAMAGE TO ANY UTILITY. IF CONFLICTS WITH EXISTING UTILITIES ARISE DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL INCLUDING PROTECTION OF ALL ADJACENT PROPERTIES FROM SEDIMENT DEPOSITION.

EROSION CONTROL:

PUBLIC AND PRIVATE DRAINAGE WAYS SHALL BE PROTECTED FROM POLLUTION. NO MATERIAL IS TO BE DISCHARGED OR DEPOSITED IN STORMWATER SYSTEMS THAT MAY RESULT IN A VIOLATION OF STATE OR FEDERAL WATER QUALITY STANDARDS. ALL STORM DRAIN INLETS SHALL BE PROTECTED SO THAT STORMWATER SHALL NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. ALL DAMAGES INCURRED TO PUBLIC AND/OR PRIVATE PROPERTY BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION SHALL BE PROMPTLY REPAIRED TO ORIGINAL CONDITION.

1. THE IMPLEMENTATION OF TEMPORARY EROSION AND SEDIMENT CONTROL (TESC) PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF TESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED.
2. TESC FACILITIES MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING SO AS TO ENSURE THAT THE TRANSPORT OF SEDIMENT TO SURFACE WATERS, WETLANDS, DRAINAGE SYSTEMS, AND ADJACENT PROPERTIES IS MINIMIZED.
3. DURING THE CONSTRUCTION PERIOD, TESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND MODIFIED TO ACCOUNT FOR CHANGING SITE CONDITIONS.
4. THE TESC FACILITIES SHALL BE INSPECTED DAILY AND MAINTAINED AS NECESSARY.
5. AT NO TIME SHALL MORE THAN ONE (1) FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN.

EROSION CONTROL (CONTINUED):

6. ANY AREAS OF EXPOSED SOILS THAT WILL NOT BE DISTURBED FOR SEVEN DAYS SHALL BE IMMEDIATELY STABILIZED WITH TESC METHODS (E.G., SEEDING, MULCHING, PLASTIC COVERING, ETC.) MEASURES THAT DOES NOT REQUIRE IMMEDIATE ATTENTION SHALL BE N (7) DAYS.
7. INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED WITHIN TWENTY FOUR (24) HOURS FOLLOWING A STORM EVENT.
9. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED ROADS, PROVISIONS MUST BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT AND MUD ONTO THE PAVED ROADS. IF SEDIMENT IS TRANSPORTED ONTO A ROAD SURFACE, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM ROADS BY SHOVELING OR SWEEPING AND BE TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

SITE WORK:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF THE CONTRACTOR.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY INCLUDING PROTECTION OF WORK AND ADJACENT PROPERTIES, AND UNAUTHORIZED ACCESS.

SUBMITTALS:

THE FOLLOWING SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO PROCURING MATERIAL. REVIEW OF SHOP DRAWINGS AND MATERIAL DATA SHEETS IS FOR GENERAL CONFORMANCE WITH DESIGN CONCEPT AND REQUIREMENTS AND DOES NOT INDICATE ACCEPTANCE OF THE WORK BY THE ENGINEER.

1. SPILL PREVENTION AND CONTAINMENT PLAN THAT DESCRIBES MEANS AND METHODS FOR PREVENTING AND CONTAINING ANY SPILLS OR RELEASES TO THE ENVIRONMENT DURING THE COURSE OF THE WORK.
2. ALL SHOP DRAWINGS AND PRODUCT DATA SHEETS FOR STORM PIPE AND FITTINGS, PIPE ANCHORS, PIPE SUPPORTS, VALVES AND ADAPTERS, AND ENERGY DISSIPATION TANK, INDICATING CONFORMANCE WITH THE REQUIREMENTS SET FORTH ON THE DRAWINGS.
3. SEIVES AND SOURCE CERTIFICATES FOR FILL MATERIALS INDICATING CONFORMANCE WITH THE REQUIREMENTS SET FORTH ON THE DRAWINGS.
4. DESIGN DRAWINGS FOR THE ENERGY DISSIPATION TANK PLATFORM, STRUCTURAL FRAME, AND BRACING.

POST CONSTRUCTION:

1. ALL TEMPORARY EROSION AND SEDIMENT CONTROL BMPS SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT SHALL BE REMOVED AND DISPOSED OF PROPERLY.
2. THE CONTRACTOR SHALL PERFORM FINAL CLEANUP INCLUDING REMOVAL OF ALL EQUIPMENT, UNUSED MATERIALS, AND DEBRIS WITHIN THE PROJECT LIMITS, BEFORE THE PROJECT IS CONSIDERED COMPLETE.
3. A FINAL INSPECTION AND A 24-HOUR NOTICE SHALL BE REQUIRED AFTER COMPLETION OF WORK AND FINAL CLEANUP. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE THE FINAL INSPECTION WITH ALL CONCERNED PARTIES (ROTONDO, WSDOT, HERRERA).

APPROXIMATE GRADING VOLUMES:

CUT = 25 CY
FILL = 25 CY (IMPORTED OR SALVAGED ON-SITE)

SURVEYOR NOTES (TRUE NORTH LAND SURVEYING, INC.)

1. HORIZONTAL DATUM: WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83/91
2. VERTICAL DATUM: NAVD 88
3. BENCHMARK: CITY OF SEATTLE BRASS CAP STAMPED "0001" IN CONCRETE WALK 1 FOOT WEST OF TRAFFIC SIGNAL CONTROL BOX AT THE SOUTH END OF TRAFFIC ISLAND, AT THE INTERSECTION OF ROOSEVELT WAY NORTHEAST AND EASTLAKE AVENUE NORTHEAST. ELEV.=107.253
4. DATE OF SURVEY: AUGUST 18 & 21, 2015
5. EQUIPMENT USED: LEICA TS12, LEICA VIVA GPS, & LEICA DNA 3 DIGITAL LEVEL.
6. UTILITIES SHOWN HEREIN WERE FROM CITY UTILITY INFORMATION, PHYSICAL STRUCTURES, OR FROM SURFACE PAINT MARKINGS BY A LOCATOR SERVICE.

CIVIL ABBREVIATIONS:

| | |
|-------|-------------------------------|
| CB | CATCH BASIN |
| CSBC | CRUSHED SURFACING BASE COURSE |
| DIA | DIAMETER |
| ELEV | ELEVATION |
| FT | FEET |
| HDG | HOT-DIP GALVANIZED |
| HORIZ | HORIZONTAL |
| IE | INVERT ELEVATION |
| LBF | POUNDS FORCE |
| MDPE | MEDIUM DENSITY POLYETHYLENE |
| MH | MANHOLE |
| MIN | MINIMUM |
| TYP | TYPICAL |
| VERT | VERTICAL |
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |



VIEW FROM NORTH

FIGURE 1 - ITEMS TO BE REMOVED

SCALE: NTS



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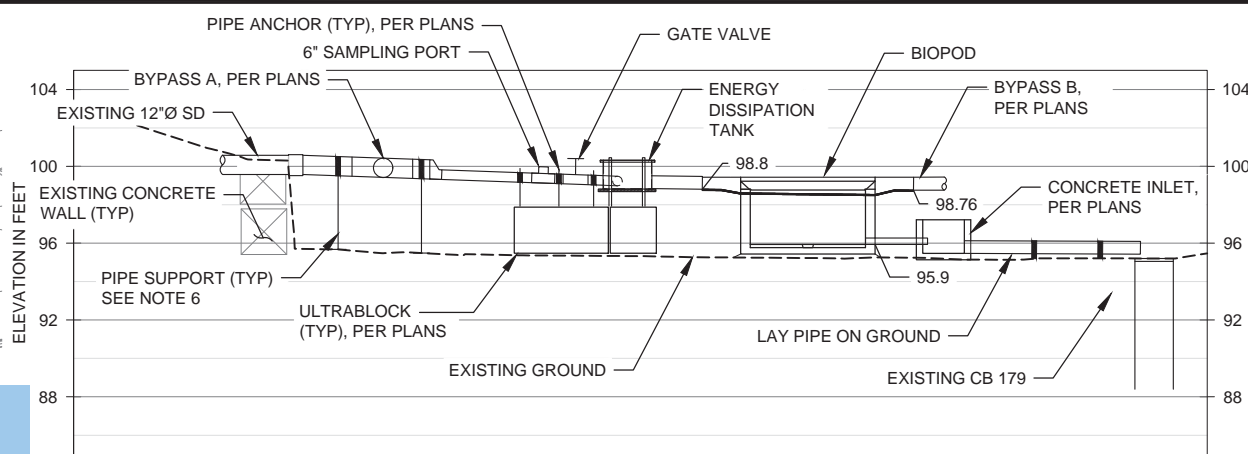
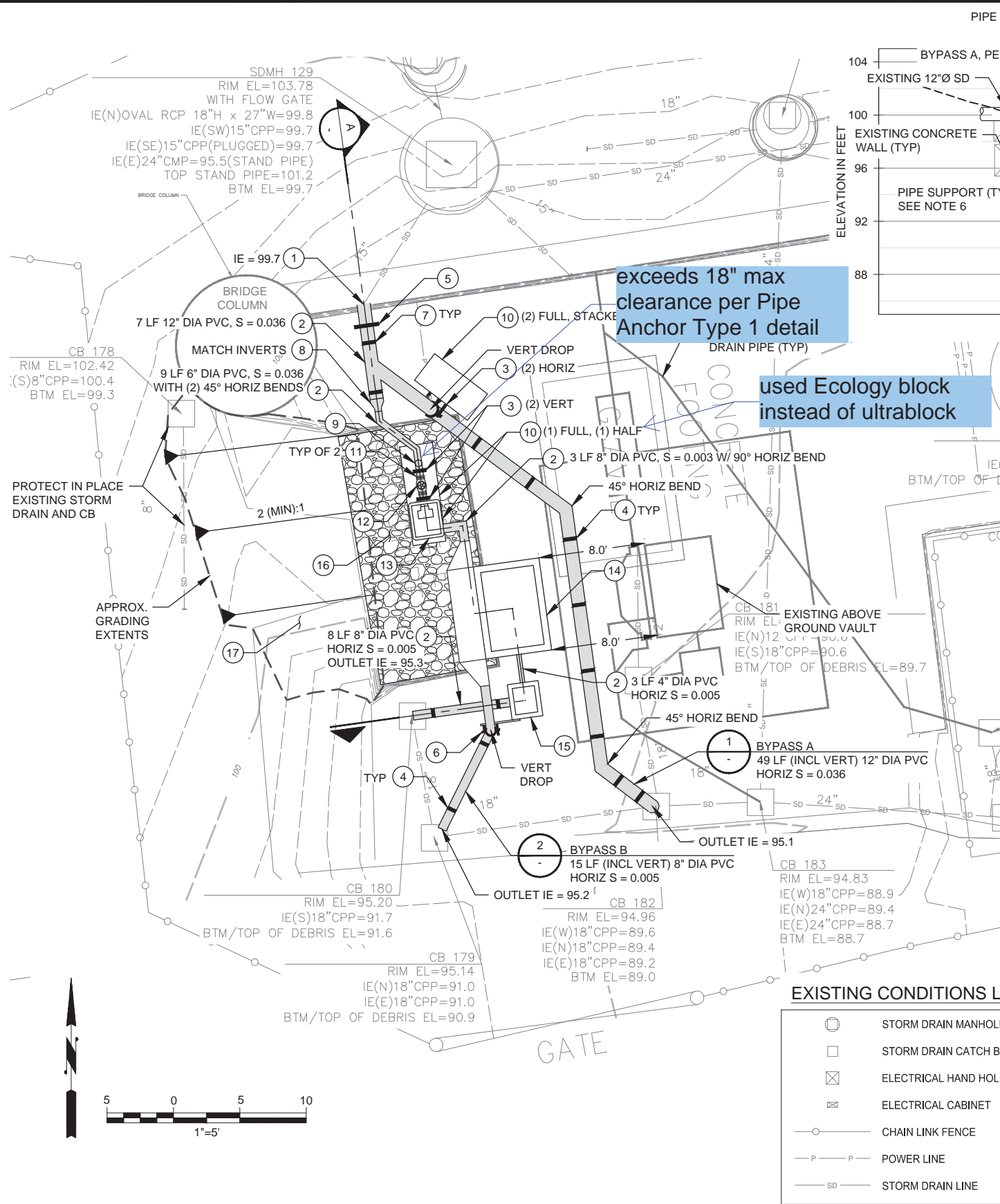
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GENERAL NOTES

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| DATE: MARCH 2017 |
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| DRAWING NO: G-2 |
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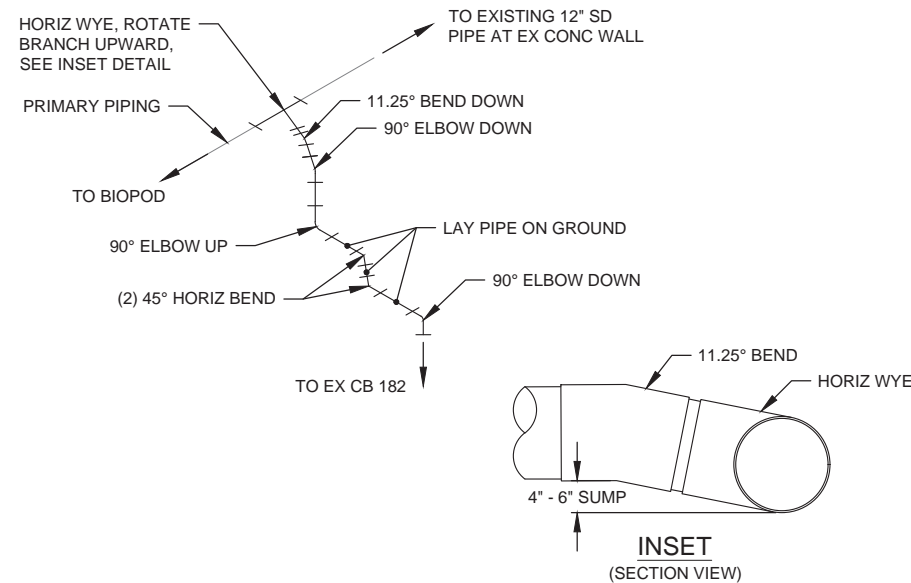


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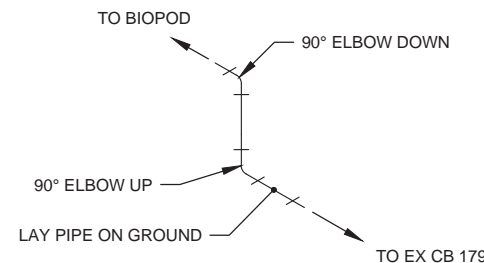
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PROFILE THROUGH PRIMARY PIPING AND BYPASS C
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VERT. SCALE: NTS



ISOMETRIC DETAIL - BYPASS A
SCALE: NTS



ISOMETRIC DETAIL - BYPASS B
SCALE: NTS

CONSTRUCTION NOTES:

- 1 PROVIDE WATER TIGHT CONNECTION TO EXISTING 12"Ø STORM DRAIN PIPE.
- 2 INSTALL STORM DRAIN PIPE.
- 3 INSTALL PIPE ANCHOR TYPE 1. SEE DETAIL 1 C-2
- 4 INSTALL PIPE ANCHOR TYPE 2 AT 5' (MAXIMUM) ON CENTER AND AT ALL JOINTS WHEN PIPE ALIGNMENT IS AT EXISTING GRADE. SEE DETAIL 2 C-2
- 5 INSTALL PIPE ANCHOR TYPE 3. SEE DETAIL 3 C-2
- 6 INSTALL PIPE ANCHOR TYPE 4. SEE DETAIL 4 C-2
- 7 INSTALL STEEL PIPE SUPPORTS WITH SADDLE, STRAP, AND FLOOR STANCHION, AT 5' (MAXIMUM) ON CENTER WHEN PIPE ALIGNMENT IS ABOVE EXISTING GRADE.
- 8 INSTALL 12" X 6" ECCENTRIC REDUCER (SOCKET X SOCKET).
- 9 INSTALL UPTURNED 6" PVC TEE WITH TEMPORARY (DRY FIT) THREADED PLUG. INSTALL IMMEDIATELY UPSTREAM OF GATE VALVE.
- 10 INSTALL ULTRABLOCK(S). APPLY ASPHALT COLD PATCH TO LEVEL BLOCKS WITHIN 1" OF PLUMB.
- 11 INSTALL SPEARS VAN STONE STYLE PVC FLANGE ADAPTER (SOCKET), GASKET, AND STAINLESS STEEL BOLT KIT.
- 12 INSTALL 6" IRON BODY GATE VALVE, FLANGE X FLANGE, WITH HANDWHEEL.
- 13 ENERGY DISSIPATION TANK. SEE DETAIL 5 C-2
- 14 INSTALL BIOPOD WITH INLET TRAY (SUPPLIED BY ROTONDO). APPLY ASPHALT COLD PATCH TO LEVEL BIOPOD WITHIN 1" OF PLUMB. SEE DETAIL 1 C-3
- 15 INSTALL CONCRETE INLET PER WSDOT STANDARD PLAN B-25.60-00, WITHOUT FRAME AND GRATE. SEE DETAIL 2 C-3
- 16 PLACE AND COMPACT GRAVEL BACKFILL FOR FOUNDATIONS, CLASS A TO MATCH GRADE OF ADJACENT ASPHALT PAVEMENT. COMPACT IN 6 INCH MAX LIFTS TO 95 PERCENT MAXIMUM DRY DENSITY.
- 17 APPLY 3 INCH DEPTH HOG FUEL TO SLOPE WITHIN GRADING EXTENTS.

GENERAL NOTES:

1. STORM DRAIN PIPE SHALL BE PVC, ASTM D1785 SCHEDULE 40, UNLESS OTHERWISE NOTED.
2. ALL PIPE JOINTS SHALL BE SOLVENT WELDED UNLESS OTHERWISE NOTED.
3. MINIMUM PIPE SLOPE SHALL BE 1 PERCENT, UNLESS OTHERWISE NOTED.
4. PIPES WILL BE SUBJECT TO FREEZING CONDITIONS. ALL PIPES MUST HAVE POSITIVE DRAINAGE TO DOWNSTREAM STRUCTURE.
5. FITTINGS SHOWN ARE MINIMUM REQUIRED FOR PIPE ALIGNMENT. CONTRACTOR RESPONSIBLE FOR ALL FITTINGS REQUIRED TO LAY OUT PIPE PER PLANS.
6. LOCATE ALL PIPE ANCHORS WITHIN 1 FOOT OF VALVE OR JOINT, UNLESS OTHERWISE NOTED.



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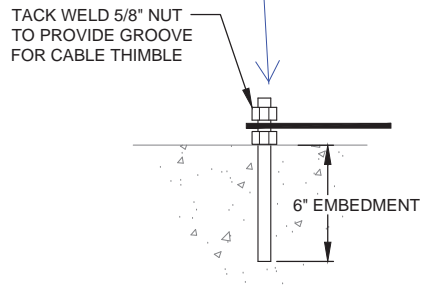
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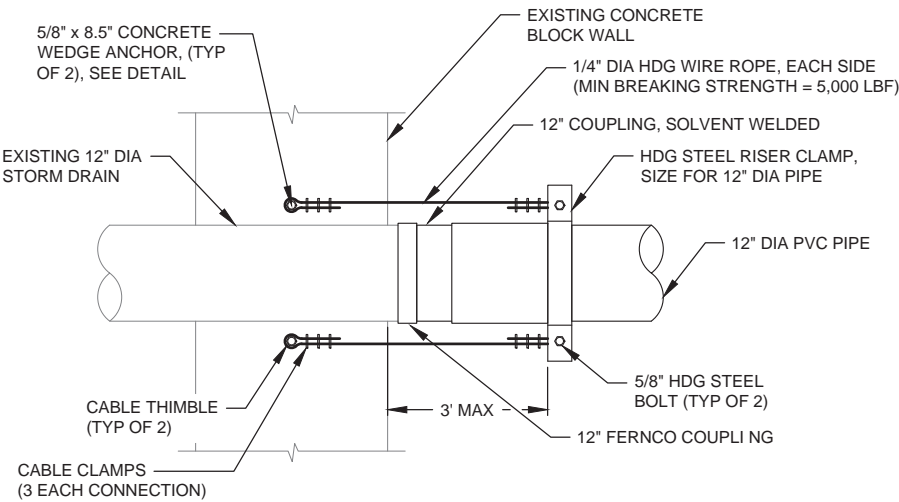
PLAN VIEW AND ELEVATION

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Wedge anchor "0+1"

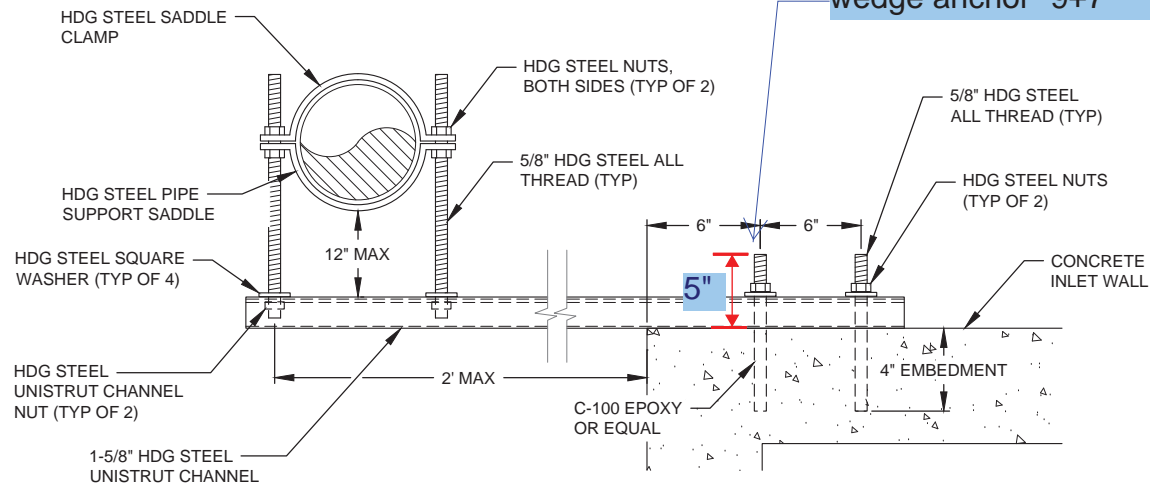


WEDGE ANCHOR DETAIL
(ROTATED VIEW)



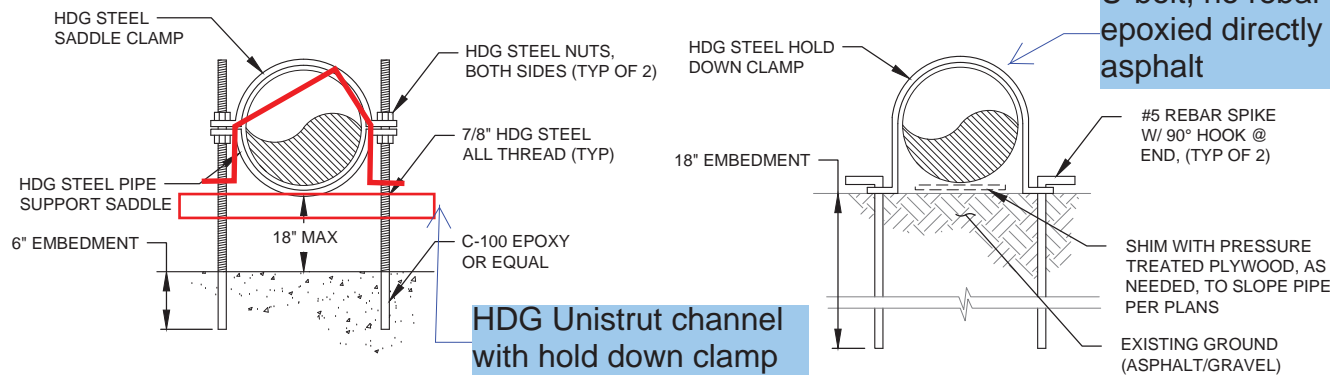
DETAIL - PIPE ANCHOR TYPE 3
SCALE: NTS

wedge anchor "9+7"



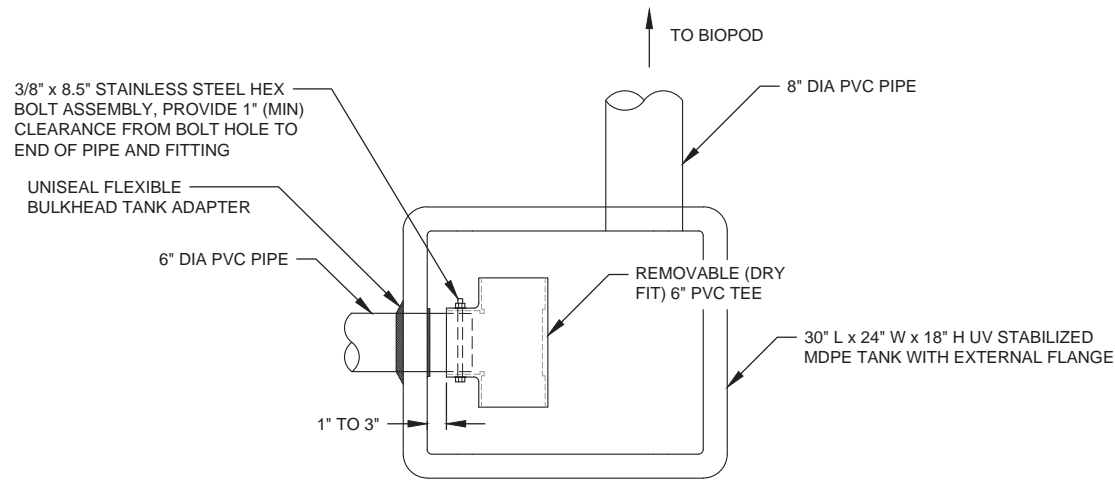
DETAIL - PIPE ANCHOR TYPE 4
SCALE: NTS

U-bolt, no rebar - U bolt
epoxied directly into
asphalt

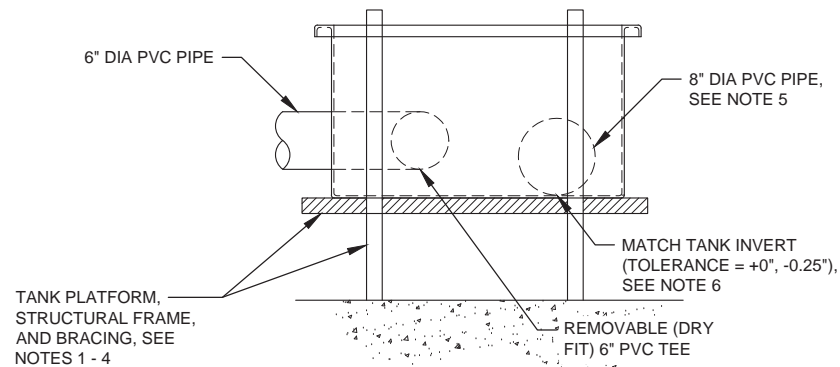


DETAIL - PIPE ANCHOR TYPE 1
SCALE: NTS

DETAIL - PIPE ANCHOR TYPE 2
SCALE: NTS



PLAN VIEW
(TANK PLATFORM AND BRACING
NOT SHOWN FOR CLARITY)



PROFILE VIEW

DETAIL - ENERGY DISSIPATION TANK
SCALE: NTS

pipe invert ~0.25"
above tank invert

NOTES:

- CONTRACTOR RESPONSIBLE FOR DESIGN OF TANK PLATFORM, STRUCTURAL FRAME AND BRACING.
- PLATFORM, STRUCTURAL FRAME, AND BRACING SHALL BE CAPABLE OF SUPPORTING 1000 LB DEAD LOAD AND 500 LB LATERAL LOAD IN ALL DIRECTIONS.
- STRUCTURAL FRAME AND BRACING SHALL BE HOT-DIP GALVANIZED STEEL UNISTRUT CHANNEL, OR EQUAL SLOTTED CHANNEL FRAMING TO ALLOW FOR ADJUSTMENTS IN FIELD AFTER INSTALLATION.
- ATTACH FRAME/BRACING TO ULTRABLOCK AND ATTACH TANK TO FRAME/BRACING AT TANK EXTERNAL FLANGE. ANY TANK PENETRATIONS BELOW THE FLANGE SHALL BE SEALED WITH MARINE GRADE POLYURETHANE SEALANT.
- SET PIPE FLUSH WITH INSIDE WALL OF TANK.
- SEAL TANK PENETRATION WITH MARINE GRADE POLYURETHANE SEALANT.



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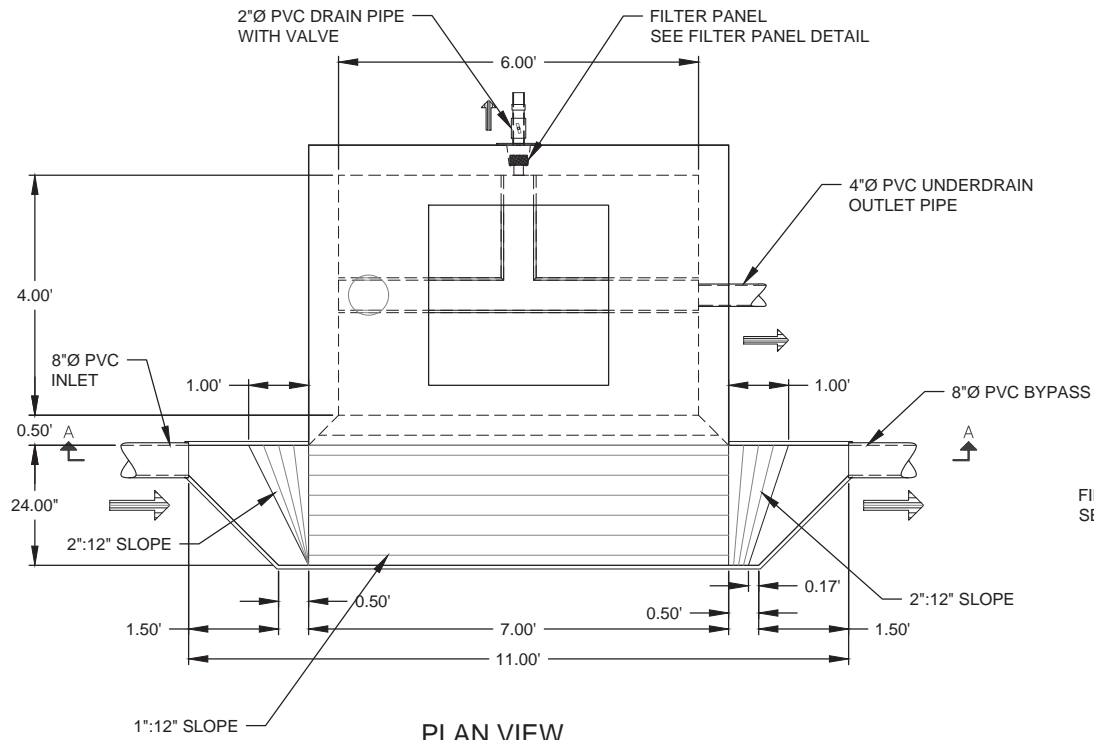


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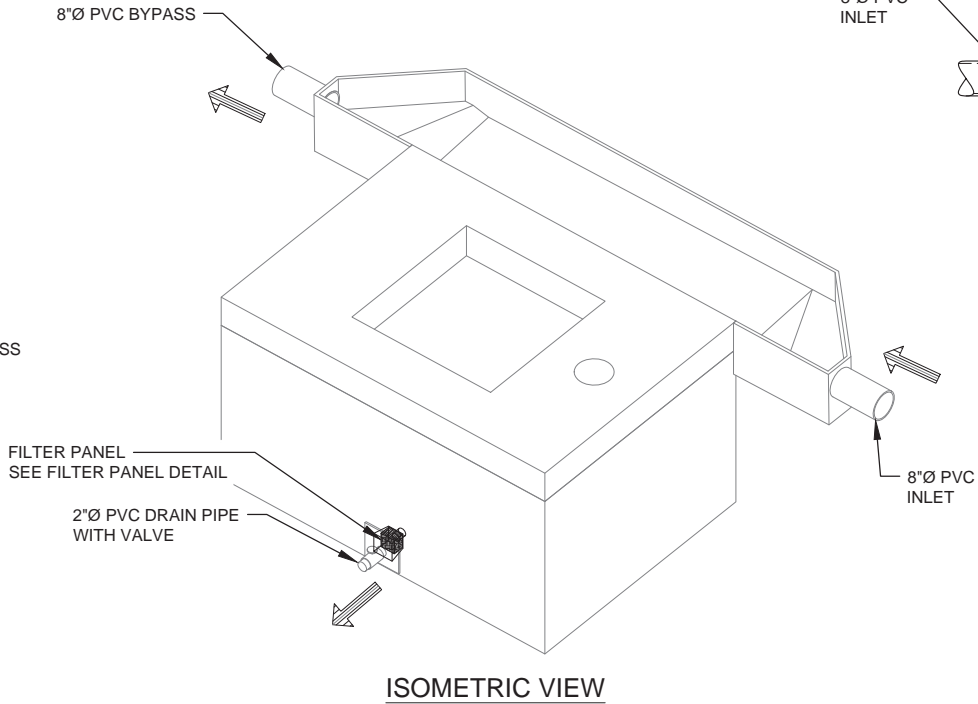
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DETAILS (1 OF 2)

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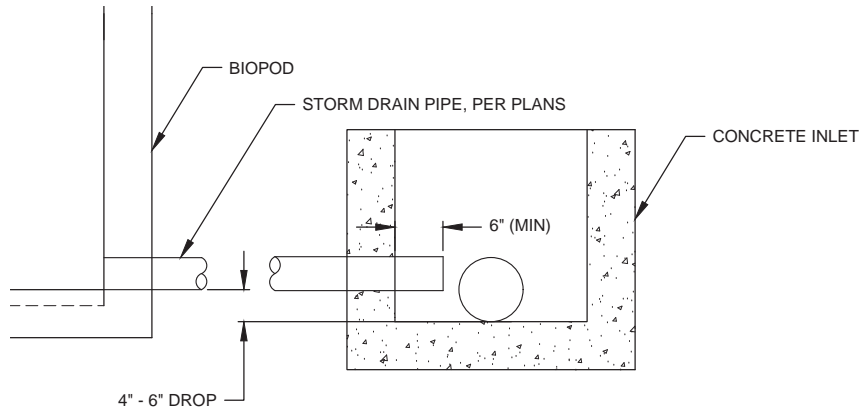
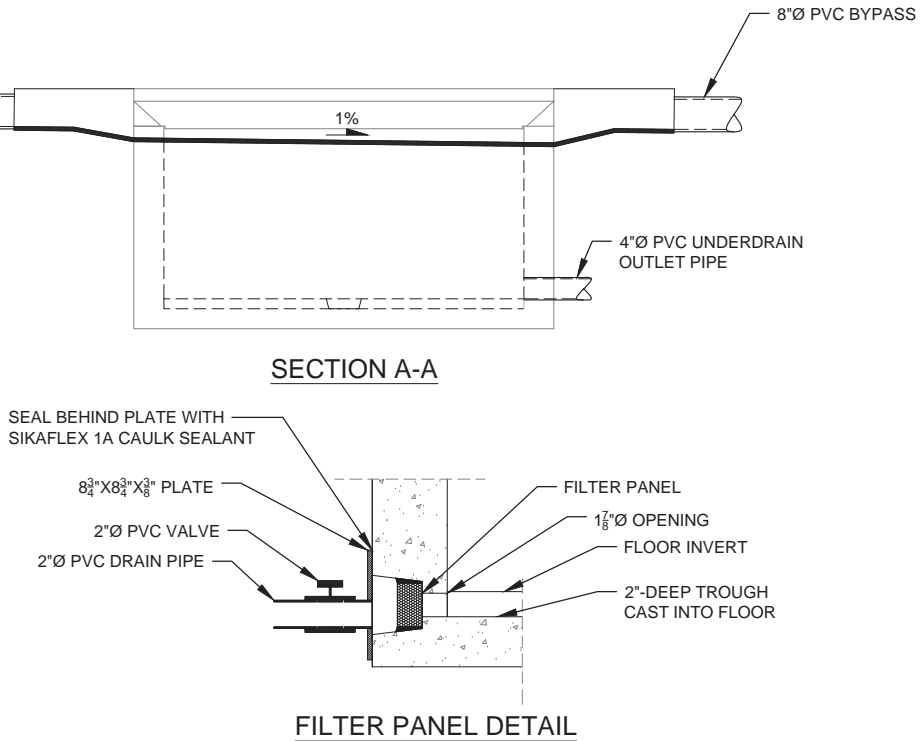
NOTES:

1. GROUT ALL LIFTING HOLES AND PIPE PENETRATIONS WITH NON-SHRINK GROUT.



1
C-1

DETAIL - BIOPOD WITH INLET TRAY (SUPPLIED BY ROTONDO)
SCALE: NTS



2
C-1

DETAIL - CONCRETE INLET CONNECTION
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DETAILS (2 OF 2)

DATE: MARCH 2017
PROJECT NO: 15-05988-000
DRAWING NO: C-3
SHEET NO: 5 OF 5