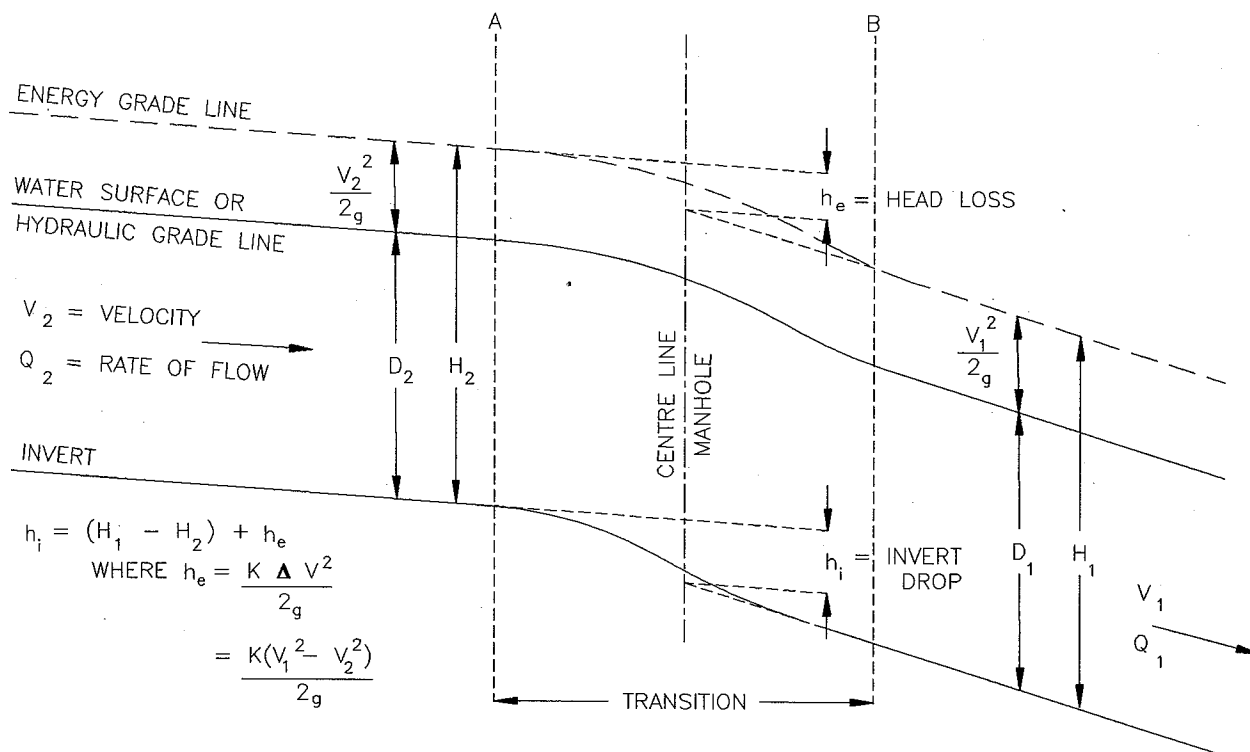


CRITERIA AND BASIS OF DESIGN



$K = 0.1$ FOR INCREASING VELOCITY CHANGE

$K = 0.2$ FOR DECREASING VELOCITY CHANGE

ASSUMPTION

MANHOLE LENGTH IS RELATIVELY SHORT SO THAT h_i CAN EFFECTIVELY BE TAKEN TO BE THE ACTUAL DROP IN INVERTS AT THE EXTREME OF THE MANHOLE

REFERENCE

EMPLOY STANDARD DRAWING S-5D-2 FOR % DEPTH OF FLOW AND % VELOCITY

NOTES:

1. THE DESIGNER SHOULD, WHENEVER POSSIBLE RESTRICT THE CHANGE IN VELOCITY TO NOT MORE THAN 0.62 m/s.
2. ALIGNMENT CHANGES FOR VELOCITIES IN EXCESS OF 1.5 m/s SHOULD BE LIMITED TO A MAXIMUM OF 45°.
3. ALL MANHOLE LOSSES SHALL BE CALCULATED ON STANDARD DRAWING S-5D-1 AND SUBMITTED FOR APPROVAL WITH DETAILED STORM SEWER DESIGN.

APPROVED

T. Eichbaum

DIRECTOR OF ENGINEERING

DATE:

Feb. 17/99

CITY OF BURLINGTON
ENGINEERING DEPARTMENT

SEWER DESIGN
Hydraulic Calculations for
Junction and Transition Manholes

METRIC

SCALE: N.T.S.

DWG. NO.

S-5D