## Ga解oway PRELIMINARY DRAINAGE REPORT

## GRANDVIEW RESERVE FILING NO. 1

El Paso County, Colorado

PREPARED FOR:
D.R. Horton

9555 S. Kingston Court
Englewood, CO

PREPARED BY:
Galloway \& Company, Inc.
1155 Kelly Johnson Blvd., Suite 305
Colorado Springs, CO 80920
DATE:
December 10, 2021

## ENGINEER'S STATEMENT

The attached drainage plan and report were prepared under my direction and supervision and are correct to the best of my knowledge and belief. Said drainage report has been prepared according to the criteria established by the County for drainage reports and said report is in conformity with the applicable master plan of the drainage basin. I accept responsibility for any liability caused by any negligent acts, errors or omissions on my part in preparing this report.

Brady A. Shyrock, PE \#38164
Date
For and on behalf of Galloway \& Company, Inc.

## DEVELOPER'S CERTIFICATION

I, The developer, have read and will comply with all of the requirements specified in this drainage report and plan.

By: $\qquad$
Date
Address: D.R. Horton 9555 S. Kingston Court Englewood, CO

## EL PASO COUNTY CERTIFICATION

Filed in accordance with the requirements of the Drainage Criteria Manual, Volumes 1 and 2, El Paso County Engineering Criteria Manual and Land Development Code as amended.

Conditions:

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## I. Purpose

The purpose of this Preliminary Drainage Report is to identify on and offsite drainage patterns, locate and identify tributary or downstream drainage features and facilities that impact the site, and to identify which types of drainage facilities will be needed and where they will be located. This report will remain in general compliance with the approved MDDP prepared by HR Green, dated November 2020.

## II. General Description

The project is a single-family residential development located in the Falcon area of El Paso County, Colorado. The site is located in a portion of the South half of Section 21, the North half of Section 28, Township 12 South, Range 64 West of the $6^{\text {th }}$ Principal Meridian, County of El Paso, State of Colorado. The subject property is bounded by Eastonville Road to the west, the proposed extension of Rex Road to the north, undeveloped land proposed as future development to the east, and undeveloped land within the Waterbury Development to the south. A Vicinity Map is included in Appendix A.

This preliminary drainage report is the basis for the drainage facility design in conformance with the previously approved MDDP for the site prepared by HR Green, Grandview Reserve Master Development Drainage Plan, HR Green, November 2020 (MDDP). The site consists of approximately 189.479 acres and includes 568 dwelling units.

The existing soil types within the proposed site as determined by the NRCS Web Soil Survey for El Paso County Area consist of Columbine gravelly sandy loam (hydrologic soil group A) and Stapleton sandy loam (hydrologic soil group B). See the soils map included in Appendix A.

## III. Drainage Criteria

Hydrology calculations were performed using the City of Colorado Springs/El Paso County Drainage Criteria Manual, as revised in November 1991 and October 1994 with County adopted Chapter 6 and Section 3.2.1 of Chapter 13 of the City of Colorado Springs/El Paso County Drainage Criteria Manual as revised in May 2014.

The drainage calculations were based on the criteria manual Figure 6-5 and IDF equations to determine the intensity and are listed in Table 1 below.

## Table 1 - Precipitation Data

| Retum Period | One Hour Depth (in). | Intensity (in/ hr) |
| :---: | :---: | :---: |
| 5 -year | 1.50 | 5.17 |
| 100 -year | 2.52 | 8.68 |

The rational method was used to calculate peak flows as the tributary areas are less than 100 acres. The rational method has been proven to be accurate for basins of this size and is based on the following formula:
$Q=C I A$

Where:

$$
\begin{aligned}
& \text { Q = Peak Discharge (cfs) } \\
& \text { C = Runoff Coefficient } \\
& \text { I = Runoff intensity (inches/hour) } \\
& \text { A = Drainage area (acres) }
\end{aligned}
$$

The runoff coefficients are calculated based on land use, percent imperviousness, and design storm for each basin, as shown in the drainage criteria manual (Table 6-6). Composite percent impervious and C values were calculated using the residential, streets, roofs, and lawns coefficients found in Table 6-6 of the manual.

The 100-year event was used as the major storm event. The 5 -year event was used as the minor event. The UD-Inlets v5.01 spreadsheet was utilized for the sizing of the proposed sump inlets.

The UD-Detention v4.04 spreadsheet was utilized for the design of the proposed on-site water quality ponds, Ponds A, B, C, D, E.

## IV. Existing Drainage Conditions

The site is contained fully within one major drainage basin; the Gieck Ranch Drainage Basin and is tributary to Black Squirrel Creek. The site generally drains from north to south with an average slope of $2 \%$ outside of the channel. The rational method was used to analyze the individual basins within the site because their size permits it.

There are two (2) major drainageways that currently convey existing on \& off-site flows through the site to the southeast. These are the Main Stem (MS) and Main Stem Tributary Number 2 (MST) as referenced in the MDDP. Both drainageways generally flow to the southeast towards Highway 24, before crossing via existing drainage structures. Currently, these channels receive flows from two off-site basins, one from the west (west of Basin B1 per the MDDP; $0.17 \mathrm{mi}^{2}, \mathrm{Q}_{5}= \pm 67 \mathrm{cfs}, \mathrm{Q}_{100}= \pm 413 \mathrm{cfs}$ ) and the second from the northwest (northwest of Basin C1 per the MDDP; $0.44 \mathrm{mi}^{2}, \mathrm{Q}_{5}= \pm 59 \mathrm{cfs}, \mathrm{Q}_{100}= \pm 280 \mathrm{cfs}$ ) and are routed under Eastonville Road via existing pipe culverts. There is an existing 24" CMP that conveys runoff under Eastonville Road at the MS, a location approximately 650 feet north of the proposed Rex Road extension that directs runoff via overtopping Eastonville Road at MST, and a 20 " x $27^{\prime \prime}$ ECMP that directs runoff beneath Eastonville Road at the Falcon Regional Park.

While the MDDP shows a total of 22 basins that were analyzed as part of the overall Grandview Reserve development, for the purposes of this report, 7 of the Basins within the MDDP will be used for analysis. These Basins include A1, B1, B2, C1, B3, and the two off-site Basins situated to the northwest of Eastonville Road.

For a more in-depth analysis of existing tributary conditions as it pertains to this phase of development, an existing basin map has been prepared. The existing map can be found in Appendix $F$ and basins are described below.

Basin EX-1 (105.72 AC, Q $=22.3 \mathrm{cfs}, Q_{100}=159.1 \mathrm{cfs}$ ): Located on the southwest portion of the site, this basin consists of un-developed land. Runoff from this basin will sheet flow to the southeast before channelizing and eventually out falling into Main Stem channel (DP 1).

Basin EX-2 (57.68 AC, Q $\left.\mathbf{Q}_{5}=13.1 \mathrm{cfs}, \mathrm{Q}_{100}=93.4 \mathrm{cfs}\right)$ : Located on the northeast portion of the site, this basin consists of un-developed land. Runoff from this basin will sheet flow to the southeast before channelizing and eventually out falling into Main Stem Tributary \#2 channel (DP 2).

Basin EX-3 (23.35 AC, $\mathrm{Q}_{5}=6.8 \mathrm{cfs}, \mathrm{Q}_{100}=48.4 \mathrm{cfs}$ ): Located on the southeast portion of the site, this basin consists of un-developed land. Runoff from this basin will sheet flow to the southeast before channelizing and eventually out falling into Main Stem Tributary \#2 channel (DP 3).

## V. Four Step Process

The Four Step Process is used to minimize the adverse impacts of urbanization and is a vital component of developing a balanced, sustainable project. Below identifies the approach to the four-step process:

## 1. Employ Runoff Reduction Practices

This step uses low impact development (LID) practices to reduce runoff at the source. Generally, rather than creating point discharges that are directly connected to impervious areas runoff is routed through pervious areas to promote infiltration. The Impervious Reduction Factor (IRF) method was used and calculations can be found in Appendix E.

## 2. Stabilize Channels

This step implements stabilization to channels to accommodate deyeloped flows while protecting infrastructure and controlling sediment loading from erosion in the drainageways. Erosion protection in the form of riprap pads at all outfall points to the channel to prevent scouring of the channel from point discharges. The existing channel analysis and design for the MS is to be completed by others and a report for the channel improvements will be submitted for review separately.

## 3. Provide Water Quality Capture Volume (WQCV)

This step utilizes formalized water quality capture volume to slow the release of runoff from the site. The EURV volume will release in 72 hours, while the WQCV will release in no less than 40 hours. Onsite water quality control volume detention ponds will provide water quality treatment for all of the developed areas, prior to the runoff being released into either of the major drainage ways. Refer to WQCV Plan in Appendix F.

## 4. Consider Need for Industrial and Commercial BMPs

As this project is all residential development and no commercial or industrial development is proposed, there will be no need for any specialized BMPs which would be associated with an industrial or commercial site.

## VI. Proposed Drainage Conditions

The proposed development lies completely within the Gieck Drainage Basin and consists of six (6) basins. Site runoff will be collected via inlets \& pipes and diverted to one of the nine proposed full spectrum detention ponds. All necessary calculations can be found within the appendices of this report.

According to the MDDP, there are two major drainageways that run through the site. As was discussed within the Existing Conditions portion of the report, both the Main Stem (MS) and Main Stem Tributary Number 2 (MST) run through the site conveying runoff from the northwest to the southeast. Presently, these channels receive flows from two off-site basins, one from the west (west of Basin B1 per the MDDP; $0.17 \mathrm{mi}^{2}, \mathrm{Q}_{5}= \pm 67 \mathrm{cfs}, \mathrm{Q}_{100}= \pm 413 \mathrm{cfs}$ ) and the second from the north (northwest of Basin C1 per
the MDDP; $0.44 \mathrm{mi}^{2}, \mathrm{Q}_{5}= \pm 59 \mathrm{cfs}, \mathrm{Q}_{100}= \pm 280 \mathrm{cfs}$ ) and are routed under Eastonville Road via existing pipe culverts. There is an existing 24" CMP that conveys runoff under Eastonville Road at the MS, a location approximately 650 feet north of the proposed Rex Road extension that directs runoff via overtopping Eastonville Road at MST, and a 20 " x 27 " ECMP that directs runoff beneath Eastonville Road at the Falcon Regional Park. Developed runoff associated with Eastonville Road will be routed downstream to one of two full spectrum detention facilities on either side of the Main Stem (MS). Runoff will be directed downstream to these two facilities via either roadside swales or storm piping for treatment prior to being released at historic rates upstream form the existing MS and Eastonville Road crossing. Preliminary sizing calculations for the two FSD facilities has been completed with the northern and southern ponds requiring approximately $1.035 \mathrm{ac}-\mathrm{ft}$ and $0.522 \mathrm{ac}-\mathrm{ft}$ of storage capacity, respectively.

There are no proposed major channel improvements for MS associated with this development -however, MST is proposed to be re-routed. The analysis for both channels and design of MST were done by others and a separate report will be submitted for review for all channel improvements.

The site will provide nine (9) Full Spectrum Extended Detention Basins (EDBs). Ponds A, B, C, D, \& E, will discharge treated runoff at historic rates directly into either the MS or MST Channel.

Add others?


As has been mentioned previously, the site is proposed to have a land use of single family residential. The site will consist primarily of $1 / 8$ Acre lots, with some $1 / 4$ Acre and $1 / 3$ Acre lots, public roadways, along with dedicated Tracts for amenity and/or institutional uses.

The proposed institutional use (Sub-basin A-1) area flows have been included in this analysis at a preliminary level only. The Sub-basin is located on the northwest corner of the site, East of Eastonville Rd. \& south of the proposed extension of Rex Rd. It is assumed that the area will have a conservative imperviousness value of $90 \%$. Sub-basin A-1 encompasses an area of 11.23 aces and proposed developed runoff for the site has been calculated to be $Q_{5}=46.4 \mathrm{cfs}, \mathrm{Q}_{100}=90.7 \mathrm{cfs}$. However, in the interim conditions, runoff from this basin ( $\mathrm{Q}_{5}=6.5 \mathrm{cfs}, \mathrm{Q}_{100}=12.9 \mathrm{cfs}$ ) will sheet flow from the northwest to the southeast, to a separate, temporary onsite detention and water quality facility positioned at the southeastern corner of the property, where treated flows will be released to a proposed modified CDOT Type ' $C$ ' inlet on the west side of Road V (DP 1). Flows will then be routed under Road V, via 24" RCP, to the updated Main Stem Tributary 2 chânnel. It is anticipated that the property will be developed at a later date as a fill in subsequent to the proposed development of the majority of this project site. This property will need to submit a separate drainage łeport, complete with an updated water quality and detention design, as part of its development. Installation of an internal storm sewer system separate from the outfall for the property will be required. The development is responsible for ensuring the site drainage, once constructed, will not adversely impact any adjacent properties and downstream facilities. Preliminary pond sizing calculations have been provided in Appendix E for reference. Per the developed conditions map, this area is excluded from water quality and detention per ECM App 1.7. 凡.B.7. As stated above, water quality and detention will be addressed with the future development of the institutional site.

Basin-1 (1.40 AC, $\left.Q_{5}=6.5 \mathrm{cfs}, Q_{100}=12.9 \mathrm{cfs}\right)$ : Located at the northern bordel of the site, Basin-1 contains the proposed Phase 1 improvements to Rex Rd. This drainage basin donsists entirely of onsite roadway improvements within the project site. Runoff from this basin will sheet flow to the proposed curb \& gutter along Rex Rd. The flows will then be routed to the east where they will discharge directly into main stem tributary \#2 channel. It is anticipated that these flows will be capture and treated further downstream when the next segment of Rex Rd. is constructed.

No, the flows need to be treated now -


Basin A-2a (4.21 AC, $\mathrm{Q}_{5}=8.1 \mathrm{cfs}, \mathrm{Q}_{100}=18.9 \mathrm{cfs}$ ): Located on the north portion of the site, this basin consists of residential lots, Road G, and a portion of the north half of Road F. Runoff from this basin will sheet flow from the lots to the adjacent road. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' at-grade inlet, located on the northeast side of the intersection of Road $G$ and Road F (DP 2a).

Basin A-2b (2.72 AC, $\mathrm{Q}_{5}=8.3 \mathrm{cfs}, \mathrm{Q}_{100}=16.6 \mathrm{cfs}$ ): Located on the north portion of the site, this basin consists of residential lots, Road V , and a portion of the north half of Road F . Runoff from this basin will sheet flow from the residential lots to the adjacent Road F and directly from within the ROW of Road V . Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' inlet in sump conditions, located on the northeast side of the intersection of Road $V$ and Road F (DP 2b).

Basin A-3 ( $0.34 \mathrm{AC}, \mathrm{Q}_{5}=1.6 \mathrm{cfs}, \mathrm{Q}_{100}=3.0 \mathrm{cfs}$ ): Located on the north portion of the site, this basin consists of a portion of the south half of Road F. Flows will be routed, via curb \& gutter, to a proposed (public) 5' CDOT Type ' $R$ ' inlet in sump conditions, located on the southeast side of the intersection of Road V and Road F (DP 3).

Basin A-4a (6.04 AC, Q5 = 9.4 cfs, Q $_{100}=21.8$ cfs): Located on the northwestern portion of the site, this basin consists of residential lots, Road H, and a portion of the west half of Road F. Runoff from this basin will sheet flow from the lots to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 10’ CDOT Type 'R' at-grade inlet, located on the west side of Road F (DP 4a), between Road H and Road I. Bypass flows will then be routed downstream to a proposed (public) 15’ CDOT Type ' $R$ ' sump inlet, located on the west side of Road $F$ directly across from Road M (DP4). Emergency overflows will be routed downstream via proposed curb and gutter to Design Point 7 within Road $M$.

Basin A-4b (4.10 AC, $Q_{5}=6.7$ cfs, $Q_{100}=15.6$ cfs): Located on the northwestern portion of the site, this basin consists of residential lots, Road I, and a portion of the west half of Road F. Runoff from this basin will sheet flow from the lots to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 10’ CDOT Type 'R' at-grade inlet, located on the west side of Road F (DP 4b), between Road H and Road I. Bypass flows will then be routed downstream to a proposed (public) 15' CDOT Type ' $R$ ' sump inlet, located on the west side of Road F directly across from Road M (DP4). Emergency overflows will be routed downstream via proposed curb and gutter to Design Point 7 within Road M.

Basin A-5 ( $0.34 \mathrm{AC}, \mathrm{Q}_{5}=1.6 \mathrm{cfs}, \mathrm{Q}_{100}=3.0 \mathrm{cfs}$ ): Located on the north portion of the site, this basin consists of a portion of the east half of Road F. Flows will be routed, via curb \& gutter, to a proposed (public) 5' CDOT Type 'R' inlet in sump conditions, located on the east side of Road F (DP 5), Just north of the intersection of Road M and Road F .

Basin A-6 (2.67 AC, $\left.\mathrm{Q}_{5}=4.9 \mathrm{cfs}, \mathrm{Q}_{100}=11.5 \mathrm{cfs}\right)$ : Located centrally on the site, this basin consists of residential lots, Road $N$, and a portion of the south half of Road M. Runoff from this basin will sheet flow from the lots to the adjacent road. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' inlet in sump conditions, located on the south side of Road M (DP 6), Just southeast of the intersection of Road $N$ \& Road M. Emergency overflows will overtop curb and gutter and be routed downstream via an overflow swale to proposed Pond $A$.
and park facilities?
Basin A-7 (2.91 AC, Q5 = 2.3cfs, Q100 = 8.4 cfs): Located centrally on the site, this basin consists of residential lotsad a portion of the north half of Road M. Runoff from this basin will sheet flow from the lots to the adjacent road. Flows will then be routed, via curb \& gutter, to a proposed (public) 5' CDOT Type ' $R$ ' inlet in sump conditions, located on the north side of Road M (DP 7), Just northeast of the
intersection of Road $N$ \& Road $N$ at DP7a downstream via an overflowswale to proposed Pond A.

Basin A-8 (5.17 AC, $Q_{5}=9.3 \mathrm{cfs}, Q_{100}=21.6 \mathrm{cfs}$ ): Located in the central portion of the site, directly west from Pond A. This basin consists of residential lots, one-half of Road J, a section of Road O, and a section of the west half of Road M. Runoff from this basin will sheet flow to the proposed roadways, where rythoff will be directed downstream, via curb \& gutter, a proposed (public) 20' CDOT Type 'R' sump inlet.hunoff is then conveyed downstream to DP 7b where additional runoff is added from Sub-basin A-9.

Basin A-9 (1.73 AC, Q5 $=3.0$ cfs, Q $_{100}=6.9$ cfs): Located in the central portion of the site, directly west from Pond A. This basin consists of residential lots and the easter half of a section of Road M. Runoff from this basin will sheet flow to the proposed roadway, where runoff will be directed downstream, via curb \& gutter, a proposed (public) 10' CDOT Type 'R' sump inlet (DP 7b). Runoff is then directed downstream to the northwest corner of Pond A. Flows will then be routed to the outlet structure (DP 8), via a concrete trickle channel, where it will eventually discharge, at historic rates, into the adjacent Main Stem Tributary \#2 channel. Emergency overflows will overtop via an emergency spillway and be routed downstream directly to MST.

## and amenity center (account for runoff)

Basin A-10 (6.31 AC, $\left.Q_{5}=1.9 \mathrm{cfs}, Q_{100}=13.4 \mathrm{cfs}\right)$ : Located on the eastern limits of the site, edjacent to the proposed Main Stem Tributary \#2 drainageway. This basin consists of a portion of an open-drea amenity and the proposed (private) Full Spectrum Detention Pond A. Runoff from this basin will sheet flow directly to the northwest corner of Pond A. Flows will then be routed to the outlet structure (DP 8), via a concrete trickle channel, where it will eventually discharge, at historic rates, into the adjacent Main Stem Tributary \#2 channel. Emergency overflows will overtop via an emergency spillway and be routed downstream directly to MST.

Basin B-1 (4.02 AC, Q5 $=6.6$ cfs, Q100 = 16.0 cfs): Located on the western limits of the site, adjacent to Eastonville Road. This basin consists of residential lots and the southwest portion of Road J. Runoff from this basin will sheet flow from the lots to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type ' $R$ ' inlet in sump conditions, located at the end of the Cul-De-Sac of Road J (DP 9). Emergency overflows will overtop curb and gutter and be routed downstream via an overflow swale to Road F and then downstream via curb \& gutter to Design Point DR 13.

Basin B-2 (4.16 AC, $Q_{5}=6.5 \mathrm{cfs}, \mathrm{Q}_{100}=15.2 \mathrm{cfs}$ ): Located on the western limits of the site, partially adjacent to Eastonville Road. This basin consists of residential lots, the northwest portion of Road J and the northwestern portion of Road F. Runoff from this basin will sheet flow from the lots to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' at-grade inlet (DP 10a), located on the northwest side of Road F, northeast of Road K. Bypass flows are conveyed downstream via curb \& gutter to DP 10 .

DP11 then to
DP 12b?
Basin B-3 (3.42 AC, $Q_{5}=5.6$ cfs, $Q_{100}=13.0 \mathrm{cfs}$ ): Located on the western portion of the site, This basin consists of residential lots, the northwest portion of Road F, and Road K Runoff from this basin will sheet flow from the lots to the adjacent roadways. Flows will then be routed, vie curb \& gutter, to a proposed (public) 15' CDOT Type ' $R$ ' sump inlet (DP 10b), located northeast from the intersection of Road $F$ and Road L. on the northwest side of Road F, northeast of Road K. Emergenc, overflows will overtop the crown of the roadway and be conveyed downstream via curb and gutter tolDesign Point DP 13.

Basin B-4 (0.76 AC, Q5 $=3.1$ cfs, $Q_{100}=6.0$ cfs): Located in the west-central portion of the site. This basin consists of the southeast portion of Road F. Runoff from this basin will sheet flow directly to the
curb \& gutter and be directed downstream to a proposed (public) 10' CDOT Type ' R ' inlet in sump conditions, located east of the intersection of Road F \& Road L (DP 11). Emergency overflows will overtop the curb return flowline and be conveyed downstream via curb and gutter to Design Point DP 12b.

Basin B-5 (5.32 AC, $Q_{5}=8.2$ cfs, $Q_{100}=19.2$ cfs): Located centrally on the site, this basin consists of residential lots, Road K, , the northwest portion of Road O, and the southwest portion of Road J. Runoff from this basin will sheet flow from the lots to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' at-grade inlet (DP 12a), located on the northwest side of Road O, northeast of the intersection between Road L and Road O. Bypass flows are conveyed downstream via curb \& gutter to DP 12b.

Basin B-6 (2.28 AC, Q5 $=3.7$ cfs, Q100 $=8.6$ cfs): Located centrally on the site. This basin consists of residential lots and the northwest portion of Road $P$. Runoff from this basin will sheet flow from the lots to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 10' CDOT Type ' $R$ ' at-grade inlet, located on the northwest side of Road $P$ (DP 14). Bypass flows are conveyed downstream via curb \& gutter to DP 12b.

Basin B-7 (1.94 AC, Q5 $=3.4$ cfs, Q100 $=7.9$ cfs): Located centrally on the site. This basin consists of residential lots and the southeast portion of Road P. Runoff from this basin will sheet flow from the lots to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 10' CDOT Type ' $R$ ' at-grade inlet, located on the southeast side of Road P (DP 15). Bypass flows are conveyed downstream via curb \& gutter to DP 12b.

Basin B-8 (3.54 AC, Q5 = 5.4 cfs, $\mathrm{Q}_{100}=12.7 \mathrm{cfs}$ ): Located centrally on the site. This basin consists of residential lots, the southeast portion of Road P, and the northeast portion of Road L. Runoff from this basin will sheet flow from the lots to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type ' $R$ ' sump inlet, located on the southeast side of the intersection between Road $P$ and Road L (DP 12b). Emergency overflows will overtop the crown of the roadway and be conveyed downstream via curb and gutter to Design Point DP 13.

Basin B-9 (2.57 AC, $Q_{5}=4.7$ cfs, $Q_{100}=11.1$ cfs): Located centrally on the site, adjacent to the Main Stem channel. This basin consists residential lots and the southwest portion of Road L. Runoff from this basin will sheet flow from the lots to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type ' R ' sump inlet, located on the southwest side of the intersection between Road P and Road L (DP 13). Emergency overflows will overtop the curb \& gutter of the roadway and be conveyed downstream via a graded swale into Pond B (DP 16).

Basin B-10 (0.87 AC, Q5 $=0.4$ cfs, $\mathrm{Q}_{100}=2.6$ cfs): Located centrally on the site, adjacent to the Main Stem channel. This basin consists of the proposed (private) Full Spectrum Detention Pond B. Runoff from this basin will sheet flow directly to Pond B. Flows will then be routed to the outlet structure (DP 16), via a concrete trickle channel, where it will eventually discharge, at historic rates, into the adjacent Main Stem channel.

Basin C-1 (3.90 AC, $Q_{5}=6.1$ cfs, $Q_{100}=14.1 \mathrm{cfs}$ ): Located on the east portion of the site, this basin consists of residential lots and the eastern half of a portion of Road O. Runoff from this basin will sheet flow from the lots to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type ' R ' at-grade inlet, located on the southeast side of the intersection of Road $R$ and Road S (DP 17b). Bypass flows are conveyed downstream via curb \& gutter to DP 17e.

Basin C-2 (0.96 AC, $\left.\mathrm{Q}_{5}=1.6 \mathrm{cfs}, \mathrm{Q}_{100}=3.8 \mathrm{cfs}\right)$ : Located on the eastern portion of the site, this basin consists of residential lots and the southern portion of Roads O \& R. Runoff from this basin will sheet flow from the lots to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type ' R ' at-grade inlet (DP 17a), located on the southwest side of the intersection of Road $R$ and Road S. Bypass flows are conveyed downstream via curb \& gutter to DP 17c.

Basin C-3 (4.07 AC, Q5 = 6.4 cfs, $\mathrm{Q}_{100}=14.9 \mathrm{cfs}$ ): Located on the southeast portion of the site, this basin consists of residential lots and the eastern half of Road S. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type ' $R$ ' at-grade inlet (DP 17a), located on the southwest side of the intersection of Road $R$ and Road $S$. Bypass flows are conveyed downstream via curb \& gutter to DP 17c.

Basin C-4 (3.80 AC, $\mathrm{Q}_{5}=6.0 \mathrm{cfs}, \mathrm{Q}_{100}=13.9 \mathrm{cfs}$ ): Located on the southeast portion of the site, this basin consists of residential lots and the eastern half of Road T. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' at-grade inlet (DP 17c), located on the southwest side of the intersection of Road $R$ and Road T. Bypass flows are conveyed downstream via curb \& gutter to DP 17d.

Basin C-5 (3.19 AC, Q $=5.3$ cfs, $Q_{100}=12.3 \mathrm{cfs}$ ): Located on the southeast portion of the site, this basin consists of residential lots and the western half of Road R. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' at-grade inlet (DP 17d), located on the northwest side of the intersection of Road R and Road Q. Bypass flows are conveyed downstream via curb \& gutter to DP $\mathbf{1 7 g}$.

Basin C-6 (2.99 AC, $\mathrm{Q}_{5}=4.6 \mathrm{cfs}, \mathrm{Q}_{100}=10.6 \mathrm{cfs}$ ): Located on the southeast portion of the site, this basin consists of residential lots and the eastern half of Road R. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' at-grade inlet (DP 17e), located on the northeast side of the intersection of Road $R$ and Road $Q$. Bypass flows are conveyed downstream via curb \& gutter to DP 17g.

Basin C-7 (5.48 AC, $\mathrm{Q}_{5}=8.3 \mathrm{cfs}, \mathrm{Q}_{100}=19.4 \mathrm{cfs}$ ): Located in the central portion of the site, this basin consists of residential lots and the eastern half of Road Q. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' at-grade inlet (DP 18a), located on the west side of the intersection of Road S and Road Q. Bypass flows are conveyed downstream via curb \& gutter to DP 18b.

Basin C-8 (2.82 AC, $\mathrm{Q}_{5}=4.7 \mathrm{cfs}, \mathrm{Q}_{100}=10.9 \mathrm{cfs}$ ): Located in the central portion of the site, this basin consists of residential lots, a portion of Road S, and the western half of Road Q. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15 ' CDOT Type 'R' at-grade inlet (DP 17f), located on the southeast side of the intersection of Road S and Road Q. Bypass flows are conveyed downstream via curb \& gutter to DP 17g.

Basin C-9 (5.96 AC, $\mathrm{Q}_{5}=8.6 \mathrm{cfs}, \mathrm{Q}_{100}=20.2 \mathrm{cfs}$ ): Located on the southeast corner of the site, this basin consists of residential lots, a portion of Road T, and the northern half of Road Q. Runoff from this basin will sheet flow to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' sump inlet (DP 17g), located on the north side of Road Q just north of Road U. Emergency overflows will overtop the crown of Road $Q$ and be routed downstream via proposed curb and gutter to Design Point 18b within Road Q.

The swale is 3 lots away from the low point. State that grading along the south side of the road will be elevated above the road to the Grandview Reserve Filing Nogitining of the swale and that the lots in this area require the homes to be a foot above the calculated water surface at DP20 in the FDR. Or provide a swale from the low point to the pond. Basin C-10 (3.67 AC, $Q_{5}=5.8 \mathrm{cfs}, \mathrm{Q}_{100}=13.5 \mathrm{cfs}$ ): Located on the southeast corner of the site, this basin consists of residential lots and the southern half of Road Q. Ruhoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' sump inlet (DP 18b), located on the south side of Road Q just north pf Road U. Emergency overflows will overtop the curb \& gutter of Road $Q$ and be routed downstream via a graded grassed swale and curb \& gutter within Road $U$ to Design Point 19 within Road $U$.

Basin C-11 (0.50 AC, $\left.Q_{5}=1.1 \mathrm{cfs}, \mathrm{Q}_{100}=2.5 \mathrm{cfs}\right)$ : Located on the southeast \&orner of the site, this basin consists of a grassed amenity area and the north half of Road U. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 5' CDOT Type 'R' sump inlet (DP 19), located on the north side of Road U. Emergency overflowswill overtop the crown of Road $U$ and be routed downstream via curb \& gutter to Design Point 20 within Rdad U.

Basin C-12 (1.61 AC, $Q_{5}=2.7 \mathrm{cfs}, \mathrm{Q}_{100}=6.4 \mathrm{cfs}$ ): Located on the southeast corner of the site, this basin consists of a grassed amenity area and the north half of Road U. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) §' CDOT Type 'R' sump inlet (DP 20), located on the south side of Road U. Emergency overflows will overtop the curb \& gutter of Road $U$ and be routed downstream via a graded swale to Design Point 21 within Pond C.

Basin C-13 (2.46 AC, $\left.\mathrm{Q}_{5}=0.8 \mathrm{cfs}, \mathrm{Q}_{100}=5.8 \mathrm{cfs}\right)$ : Located on the southeast corner of the site, adjacent to the Main Stem channel. This basin consists of the proposed (private) Full Spectrum Detention Pond C. Runoff from this basin will sheet flow directly to Pond C . Flows will then be routed to the outlet structure (DP 21), via a concrete trickle channel, where it will eventually discharge, at historic rates, into the adjacent Main Stem channel.
$\qquad$ This area (EX-3 and a large part of what's shown as EX-1) historically drains to the east - the increased
 to the Main Stem channel. This basin consists of the undeveloped area outside and downstream of the Main Stem channel (MS).

Basin D-1 (2.46 AC, $Q_{5}=5.2 \mathrm{cfs}, Q_{100}=12.0 \mathrm{cfs}$ ): Located on the southwest portion of the site, adjacent to Eastonville Road. This basin consists of residential lots, the west half of Road B, and the north half of Road A. Runoff from this basin will sheet flow to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' inlet in sump conditions, located on the west side of Road B (DP 22), just north of the intersection of Road B \& Road C. Emergency overflows will overtop the crown of Road $B$ and be routed downstream via curb \& gutter to Design Point 23 within Road B.

Basin D-2 (0.75 AC, $\mathrm{Q}_{5}=1.5 \mathrm{cfs}, \mathrm{Q}_{100}=3.4$ cfs): Located on the southwest portion of the site, this basin consists of residential lots and the eastern half of Road B. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 5' CDOT Type 'R' inlet in sump conditions, located on the east side of Road B (DP 23), just southeast of the intersection of Road B \& Road C. Emergency overflows will pool up and be routed around the curb return at the intersection of Road B and Road C downstream via curb \& gutter to Design Point $\mathbf{2 4}$ within Road C.

Basin D-3 (4.76 AC, Q5 = $8.5 \mathrm{cfs}, \mathrm{Q}_{100}=19.9 \mathrm{cfs}$ ): Located on the southwest portion of the site, this basin consists of residential lots and the eastern half of Road C. Runoff from this basin will sheef tlow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15 CDOT Type 'R' inlet in sump conditions, located on the west side of Road C (DP 24), just southeast of the intersection of

State that Lot 43 will be graded
 higher than the ponding level.

Road B \& Road C. Emergency overflows will overtop the crown and be routed downstream via curb \& gutter in Road C to Design Point 25.

Basin D-4 (4.74 AC, Q5 = 8.3 cfs, Q $_{100}=19.5$ cfs): Located on the southwest portion of the site, this basin consists of residential lots and the eastern half of Road C. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' inlet in sump conditions, located on the east side of Road C (DP 25), just southeast of the intersection of Road B \& Road C. Emergency overflows will overtop curb \& gutter and be routed downstream via a graded swale within the maintenance access path to Pond D at Design Point 26.

Basin D-5 (0.71 AC, Q5 $=0.3$ cfs, $\mathrm{Q}_{100}=2.0 \mathrm{cfs}$ ): Located on the southeast corner of the site, adjacent to the Main Stem channel. This basin consists of the proposed (private) Full Spectrum Detention Pond D. Runoff from this basin will sheet flow directly to Pond D. Flows will then be routed to the outlet structure (DP 26), via a concrete trickle channel, where it will eventually discharge, at historic rates, into the adjacent Main Stem channel.

Basin D-6 (1.00 AC, Q5 = $0.3 \mathrm{cfs}, \mathrm{Q}_{100}=2.5 \mathrm{cfs}$ ): Located on the southwest corner of the site, adjacent to the Main Stem channel. This basin consists of the undeveloped area outside and downstream of the proposed (private) Full Spectrum Detention Pond D. Runoff from this basin will sheet flow directly to the Main Stem channel (MS).

Basin E-1 (5.06 AC, $Q_{5}=7.5 \mathrm{cfs}, \mathrm{Q}_{100}=17.6 \mathrm{cfs}$ ): Located on the southern portion of the site, this basin consists of residential lots, the southern half of Road A, Road E, and the southern half of Road B. Runoff from this basin will sheet flow to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type ' $R$ ' at-grade inlet, located on the southwest corner of the intersection between Road B and Road D (DP 28), just north of the cul-de-sac. Bypass flows are conveyed downstream via curb \& gutter to DP 29.
Basin E-2 (3.63 AC, Q5 = 7.6 cfs, $\left.Q_{100}=17.9 \mathrm{cfs}\right)$ : Located on the southern portion of the site, this basin consists of residential lots, a small portion of Road D, and the north half of Road B. Runoff from this basin will sheet flow to the adjacent roadways. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' at-grade inlet, located on the norhhwest corner of the intersection between Road B and Road D (DP 27), just north of the cul-de-sac. Bypass flows are conveyed downstream via curb \& gutter to DP 29.

Basin E-3 (2.97 AC, $Q_{5}=4.5 \mathrm{cfs}, \mathrm{Q}_{100}=10.5 \mathrm{cfs}$ ): Located on the southern portion of the site, this basin consists of residential lots and the western half of Road $D$. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' sump inlet, located just northeast from the cul-de-sac of Road D (DP 29). Emergency overflows will overtop the crown of Road $D$ and be routed downstream via curp \& gutter to Design Point 30.

Basin E-4 (6.86 AC, $\mathrm{Q}_{5}=9.7 \mathrm{cfs}, \mathrm{Q}_{100}=22.7 \mathrm{cfs}$ ): Located on the southern portion of the site, this basin consists of residential lots and the eastern half of Road $D$. Runoff from this basin will sheet flow to the adjacent roadway. Flows will then be routed, via curb \& gutter, to a proposed (public) 15' CDOT Type 'R' sump inlet, located just northeast from the cul-de-sac of Road D (DP 30). Emergency overflows will overtop the curb \& gutter and be routed downstream via a graded swale within the maintenance access to Pond E at Design Point 31.

Is there aswale in
Galloway \& Company, Inc.

Basin E-5 ( $0.74 \mathrm{AC}, \mathrm{Q}_{5}=0.3 \mathrm{cfs}, \mathrm{Q}_{100}=2.0 \mathrm{cfs}$ ): Located on the southeast corner of the site, adjacent to the Main Stem channel. This basin consists of the proposed (private) Full Spectrum Detention Pond E. Runoff from this basin will sheet flow directly to Pond E. Flows will then be routed to the outlet structure (DP 31), via a concrete trickle channel, where it will eventually discharge, at historic rates, into the adjacent Main Stem channel.

Basin E-6 ( $0.95 \mathrm{AC}, \mathrm{Q}=0.3 \mathrm{cfs}, \mathrm{Q}_{100}=2.3 \mathrm{cfs}$ ): Located on the southwest corner of the site, adjacent to the Main Stem champel. This basin consists of the undeveloped area outside and downstream of the proposed (private) Full Spectrum Detention Pond E. Runoff from this basin will sheet flow directly to the Main Stem channel (MS).


Address the Eastonville Road

## VII. Storm Sewer System

All development is anticipated to be urban and will include storm sewer \& street inlets. Storm sewers collect storm water runoff and convey the water to the water quality facilities prior to discharging. Storm sewer systems will be designed to the 100-year storm and checked with the 5 -year storm. Inlets will be placed at sump areas and intersections where street flow is larger than street capacity. UDFCD Inlet spreadsheet has been used to determine the size of all sump inlets.

There will be a minimum of 5 proposed storm systems within the site. Each of the nine storm sewer systems will discharge storm water into its correlated WQCV pond. Each system will consist of reinforced concrete pipe (RCP), CDOT Type ' $R$ ' inlets, and storm sewer manholes.

The Final drainage report will include details concerning at-grade inlet locations, street capacity, storm sewer sizing, outlet protection and location. Preliminary sump inlets have been sized and the calculations can be found in Appendix D. As mentioned, these sump inlets sizes are preliminary and are currently oversized. It is anticipated that the inlets will reduce in size with the addition of at-grade inlets at the time of the Final Drainage Report.

## VIII. Proposed Water Quality Detention Ponds district?

Nine (9) Water Quality Capture Volume Detention Ponds will be provided for the proposed site, two (2) of which are temporary in nature. All of the proposed ponds are private and will be maintained by the $H \otimes A$, once established. These detention ponds are proposed to be full spectrum and will provide water quality and detention. The WQCV and EURV release will be controlled with an orifice plate. The release rates for the WQCV and EURV will be 40 -hours and 72 -hours, respectively. The 100 -year volume will be controlled by orifice and/or restrictor plate and will be designed to release at or below the pre-development flow rate. Outlet structures, forebays, trickle channels, etc. will be designed with the final drainage report during final plat. The required FSD pond volumes are as described below:

Pond A: Located to the north of the site, just west of the newly routed Main Stem Tributary \#2 channel. This pond will discharge into the Main Stem Tributary \#2, ultimately merging with Main Stem to the south, off-site. The required volume WQCV and EURV are 0.49 Ac -Ft \& 1.090 Ac-Ft, respectively. The total required detention basin volume is $2.55 \mathrm{Ac}-\mathrm{Ft}$.

Pond B: Located centrally on the site, just east of the Main Stem drainage way. This pond will discharge into the Main Stem channel. The required volume WQCV and EURV are $0.52 \mathrm{Ac}-\mathrm{Ft} \& 1.47 \mathrm{Ac}-\mathrm{Ft}$, respectively. The total required detention basin volume is $2.95 \mathrm{Ac}-\mathrm{Ft}$.

Pond C: Located on the southeast portion of the site, between the Main Stem \& Main Stem Tributary \#2 channels. This pond will discharge into the Main Stem channel. The required volume WQCV and EURV are $0.26 \mathrm{Ac}-\mathrm{Ft} \& 0.57 \mathrm{Ac}-\mathrm{Ft}$, respectively. The total required detention basin volume is $1.35 \mathrm{Ac}-\mathrm{Ft}$.

Pond D: Located centrally on the site, just west of the Main Stem channel. This pond will discharge into the Main Stem channel. The required volume WQCV and EURV are $0.22 \mathrm{Ac}-\mathrm{Ft} \& 0.55 \mathrm{Ac}-\mathrm{Ft}$, respectively. The total required detention basin volume is $1.23 \mathrm{Ac}-\mathrm{Ft}$.

Pond E: Located on the south side of the site, just west of the Main Stem channel. This pond will discharge into the Main Stem channel. The required volume WQCV and EURV are 0.22 Ac-Ft \& 0.48 AcFt , respectively. The total required detention basin volume is 1.17 Ac -Ft.

Address the other 4 ponds

Address how the spillways will cross the trails.

## IX. Proposed Channel Improvements

not received?
According to the MDDP, there are two major drainage ways that run through the site.| As was discussed within the Existing Conditions portion of the report, both the Main Stem channel (MS) and Main Stem Tributary \#2 channel (MST) run through the site. There are no proposed major channel improvements for MS -however, MST is proposed to be rerouted. As part of this rerouting of MSX, offsite upstream tributary flows will be captured upstream from the proposed Rex Road extension and be conveyed via culvert to the proposed rerouted MST. The analysis for both drainage ways, offsite upstream tributary capture, and design of MST were done by others and a separate report will be submitted for review.

Analysis of downstream drainage facilities is bpyond the scope of this project. This development will capture developed runoff in full spectrum detention facilities and release at historic levels. Therefore, there will be no adverse impact to downstream facilities.__ required per ECM 3.2.4

## X. Maintenance

After completion of construction and upon the Board of County Commissioners acceptance, it is anticipated all drainage facilities within the public Right-of-Way are to be owned and maintained by El Paso County.

## and MS drainageway

All private detention ponds are lo be owned and maintained by the Grandview Reserve Metropolitan District No. 2 (DISTRICT), once established, unless an agreement is reached stating otherwise. The proposed channel (MST) Wall also be maintained by the DISTRICT. Maintenance access for all tork spectrum detention facilities will be provided from public Right-of-Way. Maintenance access for MS $\mp$ will be provided along the eastern top of channel bank within the proposed tract.

## XI. Wetlands Mitigation Provide report title and date

There are two existing wetlands on site associated with the two major channels, MS and MST. The wetlands are both contained within the existing channels with the wetland in MS being classified as jurisdictional and the wetland in MST classified as non-jurisdictional. The wetlands will be analyzed with the channel report by others. Wetlands maintenance will be the responsibility of the the Grandview Reserve Metropolitan District No. 2 (DISTRICT).


## XII. Floodplain Statement

A portion of the project sit lies with Zone A Special Flood Hazard Area as defined by the FIRM Map number 08041C0552G and 08041C0556G effective December 7, 2018. A copy of the FIRM Panel is included in Appendix A. $\longleftarrow$ Add: FEMA-approved floodplain elevations

## XIII. Drainage Fees \& Maintenance

Gieck Ranch Basin is not listed as part of the El Paso County drainage basin fee program. Unless otherwise instructed, no drainage fees will be assessed. If it is found drainage basin fees are required, these will be included in the Final Drainage Report.

## XIV. Conclusion

The Grandview Reserve residential subdivision lies within the Gieck Ranch Drainage Basin. Water quality for the site is provided in nine on-site Full Spectrum Detention Ponds; Ponds A, B, C, D, \& E. All
drainage facilities within this report were sized according to the EI Paso County Drainage Criteria Manuals. There are two major channels passing through the site Main Stem and Main Stem Tributary \#2, which will be addressed by others in a channel improvement report. The nine (9) WQCV ponds will be maintained by a newly established HRA. A Final Drainage Report will be submitted along with the final plat and construction drawings.

## XV. References

1. El Paso County Drainage Criteria Manual, 1990.
2. Drainage Criteria Manual, Volume \& City of Colorado Springs, 2002.
3. El Paso County Drainage Criteria Manual Update, 2015.
4. El Paso County Engineering Criteria Manual, 2020.
5. Urban Storm Drainage Criteria Manua,, Urban Drainage and Flood Control District, January 2016 (with current revisions).
6. Gieck Ranch Drainage Basin Study (DBRS), Drexel Barrell, October 2010 (Not adopted by County).
7. Grandview Reserve Master Development Dpainage Plan (MDDP), HR Green, November 2020.

GVR Metro District

## APPENDIX A

## Exhibits and Figures






## MAP LEGEND

| Area of Interest (AOI) | $\square$ | C |
| :---: | :---: | :---: |
| Area of Interest (AOI) | $\square$ | C/D |
| Soils |  |  |
| Soil Rating Polygons |  |  |
| A | $\square$ | Not rated or not available |
| A/D | Water F | res |
|  | $\sim$ | Streams and Canals |
| B |  |  |
|  | Transpo | ion |
| B/D | + + | Rails |
| C | $\sim$ | Interstate Highways |
| C/D | (2) | US Routes |
| D | $\approx$ | Major Roads |
| Not rated or not available | $\cdots$ | Local Roads |
| Soil Rating Lines | Backgro |  |
| $\cdots \mathrm{A}$ |  | Aerial Photography |
| $\cdots$ A/D |  |  |
| $\cdots$ B |  |  |
| $\cdots 3 / D$ |  |  |
| $\cdots \mathrm{C}$ |  |  |
| $\cdots \mathrm{C} / \mathrm{D}$ |  |  |
| $\cdots$ D |  |  |
| * Not rated or not available |  |  |
| Soil Rating Points |  |  |
| $\square \quad \mathrm{A}$ |  |  |
| $\square \mathrm{A} / \mathrm{D}$ |  |  |
| $\square \quad \mathrm{B}$ |  |  |
| - B/D |  |  |

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service Web Soil Survey URL
Coordinate System: Web Mercator (EPSG:3857)
Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: El Paso County Area, Colorado Survey Area Data: Version 17, Sep 13, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 8, 2018-May 26, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Hydrologic Soil Group 

| Map unit symbol | Map unit name | Rating | Acres in AOI | Percent of AOI |
| :---: | :---: | :---: | :---: | :---: |
| 8 | Blakeland loamy sand, 1 to 9 percent slopes | A | 22.4 | 2.6\% |
| 19 | Columbine gravelly sandy loam, 0 to 3 percent slopes | A | 450.7 | 52.5\% |
| 83 | Stapleton sandy loam, 3 to 8 percent slopes | B | 385.4 | 44.9\% |
| Totals for Area of Interest |  |  | 858.5 | 100.0\% |

## Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or $C / D$ ), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group $D$ are assigned to dual classes.

# Rating Options 

Aggregation Method: Dominant Condition
Component Percent Cutoff: None Specified
Tie-break Rule: Higher

NOAA Atlas 14, Volume 8, Version 2
Location name: Peyton, Colorado, USA*
Latitude: $38.985^{\circ}$, Longitude: $\mathbf{- 1 0 4 . 5 6 5}{ }^{\circ}$
Elevation: 6975.71 ft**

* source: ESRI Maps
** source: USGS


## POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffery Bonnin

NOAA, National Weather Service, Silver Spring, Maryland
PF tabular | PF_graphical | Maps \& aerials
PF tabular

| PDS-based point precipitation frequency estimates with 90\% confidence intervals (in inches) ${ }^{1}$ |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Duration | Average recurrence interval (years) |  |  |  |  |  |  |  |  |  |
|  | 1 | 2 | 5 | 10 | 25 | 50 | 100 | 200 | 500 | 1000 |
| 5-min | $\begin{array}{r} \mathbf{0 . 2} \\ (0.189 \end{array}$ | $\begin{array}{\|c\|} \hline \mathbf{0 . 2 9 1} \\ (0.231-0.370) \\ \hline \end{array}$ | 0.381 <br> $(0.301-0.486)$ | $\mathbf{0 . 4 6 1}$ <br> $(0.361-0.589)$ | $\begin{array}{c\|} \mathbf{0 . 5 7 6} \\ (0.440-0.768) \\ \hline \end{array}$ | $\begin{array}{c\|} \hline \mathbf{0 . 6 7 1} \\ (0.499-0.904) \\ \hline \end{array}$ | $\mathbf{0 . 7 7 0}$ <br> $(0.554-1.06)$ | $\begin{gathered} \hline 0.875 \\ (0.604-1.24) \\ \hline \end{gathered}$ | $\begin{array}{c\|} \hline 1.02 \\ (0.678-1.48) \\ \hline \end{array}$ | $\begin{array}{c\|} \hline 1.14 \\ (0.733-1.67) \\ \hline \hline \end{array}$ |
| 10-1 | 0.350 <br> $(0.277-0.444)$ | 0.426 <br> $(0.338-0.542)$ | 0.558 <br> $(0.441-0.711)$ | 0.674 <br> $(0.529-0.863)$ | 0.844 <br> $(0.644-1.13)$ | 0.982 <br> $(0.731-1.32)$ | 1.13 <br> $(0.811-1.56)$ | $\begin{gathered} \hline \hline 1.28 \\ (0.884-1.81) \\ \hline \end{gathered}$ | $\begin{gathered} 1.49 \\ (0.992-2.17) \end{gathered}$ | $\begin{gathered} 1.66 \\ (1.07-2.44) \end{gathered}$ |
| 15 | $\begin{gathered} \mathbf{0 . 4 2 6} \\ 0.338-0.541 \end{gathered}$ | 0.520 <br> $(0.412-0.660)$ | $\begin{array}{r} 0 \\ (0.5 \end{array}$ | $\begin{gathered} \hline 0.823 \\ (0.645-1.05) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1.03 \\ (0.785-1.37) \\ \hline \end{gathered}$ | $\begin{array}{c\|} \hline 1.20 \\ (0.891-1.62) \\ \hline \end{array}$ | $\begin{gathered} 1.37 \\ (0.988-1.9 \\ \hline \end{gathered}$ | $\begin{gathered} 1.56 \\ (1.08-2.21) \\ \hline \end{gathered}$ | $\begin{array}{c\|} \hline \hline 1.82 \\ (1.21-2.65) \\ \hline \end{array}$ | $\begin{gathered} 2.03 \\ (1.31-2.98) \\ \hline \end{gathered}$ |
| 30-m | 0.608 <br> $(0.482-0.771)$ | $\begin{gathered} \mathbf{0 . 7 4 0} \\ (0.586-0.940) \\ \hline \end{gathered}$ | $\begin{gathered} 0.968 \\ (0.764-1.23) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1.17 \\ (0.916-1.49) \\ \hline \end{gathered}$ | $\begin{gathered} 1.46 \\ (1.11-1.94) \end{gathered}$ | $\begin{gathered} 1.70 \\ (1.26-2.29) \end{gathered}$ | $\begin{gathered} 1.94 \\ (1.40-2.68) \end{gathered}$ | $\begin{gathered} 2.21 \\ (1.52-3.12) \end{gathered}$ | $\begin{gathered} 2.57 \\ (1.71-3.73) \end{gathered}$ | $\begin{gathered} 2.86 \\ (1.85-4.19) \end{gathered}$ |
| 60 | 0.775 <br> $(0.615-0.984)$ | $\begin{gathered} 0.933 \\ (0.739-1.19) \\ \hline \end{gathered}$ | $\begin{gathered} \hline \hline 1.21 \\ (0.956-1.54) \end{gathered}$ | $\begin{gathered} \hline 1.46 \\ (1.15-1.87) \\ \hline \end{gathered}$ | $1.84$ | $\begin{gathered} 2.16 \\ (1.61-2.92) \\ \hline \end{gathered}$ | $\begin{array}{\|c} \hline 2.49 \\ (1.80-3.45) \\ \hline \end{array}$ | $\begin{gathered} 2.85 \\ (1.97-4.05) \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 3.37 \\ \hline(2.24-4.90) \\ \hline \end{array}$ | $\begin{gathered} \hline 3.78 \\ (2.44-5.55) \\ \hline \end{gathered}$ |
| 2-hr | $\begin{gathered} 0.943 \\ (0.754-1.19) \\ \hline \hline \end{gathered}$ | $\begin{gathered} 1.13 \\ (0.898-1.42) \\ \hline \hline \end{gathered}$ | $\begin{gathered} 1.46 \\ (1.16-1.84) \\ \hline \end{gathered}$ | $\begin{gathered} 1.76 \\ (1.39-2.23) \\ \hline \end{gathered}$ | $\begin{gathered} \mathbf{2 . 2 2} \\ (1.72-2.97) \\ \hline \end{gathered}$ | $\begin{gathered} \mathbf{2 . 6 2} \\ (1.97-3.52) \\ \hline \end{gathered}$ | $\begin{gathered} 3.04 \\ (2.21-4.19) \\ \hline \end{gathered}$ | $\begin{gathered} 3.50 \\ (2.45-4.95) \\ \hline \end{gathered}$ | $\begin{gathered} 4.16 \\ (2.80-6.03) \\ \hline \end{gathered}$ | $\begin{gathered} 4.70 \\ (3.06-6.85) \\ \hline \end{gathered}$ |
| 3-hr | $\begin{gathered} 1.03 \\ (0.829-1.29) \\ \hline \hline \end{gathered}$ | $\begin{gathered} \hline 1.22 \\ (0.978-1.53) \end{gathered}$ | $\begin{gathered} 1.57 \\ (1.25-1.97) \\ \hline \end{gathered}$ | $\begin{gathered} 1.90 \\ (1.51-2.40) \\ \hline \end{gathered}$ |  | $\begin{gathered} 2.86 \\ (2.17-3.84) \\ \hline \end{gathered}$ |  |  | $\begin{gathered} \hline 4.66 \\ (3.15-6.74) \end{gathered}$ | $\begin{gathered} 5.29 \\ (3.46-7.69) \\ \hline \end{gathered}$ |
| 6-h | $\begin{gathered} 1.20 \\ (0.968-1.49) \\ \hline \end{gathered}$ | $\begin{gathered} 1.40 \\ (1.13-1.74) \\ \hline \end{gathered}$ | $\begin{gathered} 1.78 \\ (1.44-2.22) \\ \hline \end{gathered}$ | $\begin{gathered} \mathbf{2 . 1 6} \\ (1.73-2.70) \\ \hline \end{gathered}$ | $\begin{gathered} 2.76 \\ (2.18-3.66) \\ \hline \end{gathered}$ | $\begin{gathered} 3.28 \\ (2.52-4.39) \\ \hline \end{gathered}$ | $\begin{gathered} 3.86 \\ (2.86-5.29) \\ \hline \end{gathered}$ | $\begin{gathered} 4.51 \\ (3.21-6.34) \\ \hline \end{gathered}$ | $\begin{array}{c\|} \hline 5.46 \\ (3.73-7.86) \\ \hline \end{array}$ | $\begin{gathered} 6.24 \\ (4.12-9.01) \\ \hline \end{gathered}$ |
| 12-h | $\begin{gathered} 1.38 \\ (1.13-1.70) \\ \hline \end{gathered}$ | $\begin{gathered} 1.61 \\ (1.31-1.98) \\ \hline \end{gathered}$ | $\begin{gathered} 2.05 \\ (1.67-2.53) \\ \hline \end{gathered}$ | $\begin{gathered} \mathbf{2 . 4 8} \\ (2.00-3.07) \\ \hline \end{gathered}$ | $\begin{gathered} 3.15 \\ (2.51-4.15) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3.74 \\ (2.89-4.96) \\ \hline \end{gathered}$ |  | $\begin{gathered} 5.12 \\ (3.67-7.13) \\ \hline \end{gathered}$ | $\begin{array}{c\|} \hline 6.17 \\ (4.25-8.82) \\ \hline \hline \end{array}$ | $\begin{gathered} 7.04 \\ (4.69-10.1) \\ \hline \end{gathered}$ |
| 24-hr | $\begin{gathered} 1.60 \\ (1.31-1.95) \\ \hline \end{gathered}$ | $\begin{gathered} 1.87 \\ (1.54-2.28) \\ \hline \end{gathered}$ | $\begin{gathered} 2.38 \\ (1.94-2.91) \\ \hline \end{gathered}$ | $\begin{gathered} 2.85 \\ (2.32-3.51) \\ \hline \end{gathered}$ | $\begin{gathered} 3.60 \\ (2.88-4.67) \\ \hline \end{gathered}$ | $\begin{gathered} 4.24 \\ (3.29-5.56) \end{gathered}$ | $\begin{gathered} \hline 4.94 \\ (3.71-6.63) \\ \hline \end{gathered}$ | $\begin{gathered} 5.71 \\ (4.12-7.87) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 6.82 \\ (4.73-9.66) \\ \hline \end{gathered}$ | $\begin{gathered} 7.73 \\ (5.20-11.0) \\ \hline \end{gathered}$ |
| 2-day | $\begin{gathered} 1.85 \\ (1.54-2.24) \\ \hline \end{gathered}$ | $\begin{gathered} 2.18 \\ (1.80-2.63) \\ \hline \end{gathered}$ | $\begin{gathered} 2.76 \\ (2.28-3.35) \\ \hline \end{gathered}$ | $\begin{gathered} 3.29 \\ (2.70-4.01) \\ \hline \end{gathered}$ | $\begin{gathered} 4.11 \\ (3.30-5.27) \\ \hline \end{gathered}$ |  |  | $\begin{gathered} 6.35 \\ (4.62-8.68) \\ \hline \end{gathered}$ | $\begin{array}{c\|} \hline 7.50 \\ (5.25-10.5) \\ \hline \end{array}$ | $\begin{gathered} 8.44 \\ (5.73-11.9) \\ \hline \end{gathered}$ |
| 3-da | $\begin{gathered} 2.03 \\ (1.69-2.44) \end{gathered}$ | $\begin{gathered} \mathbf{2 . 3 9} \\ (1.98-2.87) \\ \hline \end{gathered}$ | $\begin{gathered} 3.02 \\ (2.50-3.64) \\ \hline \end{gathered}$ | $\begin{gathered} 3.60 \\ (2.97-4.36) \end{gathered}$ | $\begin{gathered} 4.47 \\ (3.60-5.69) \\ \hline \end{gathered}$ | $\begin{gathered} 5.20 \\ (4.09-6.70) \end{gathered}$ | $\begin{gathered} 5.98 \\ (4.55-7.90) \\ \hline \end{gathered}$ | $\begin{gathered} 6.83 \\ (4.99-9.28) \\ \hline \end{gathered}$ | $\begin{gathered} 8.03 \\ (5.65-11.2) \\ \hline \end{gathered}$ | $\begin{gathered} 9.00 \\ (6.15-12.7) \\ \hline \end{gathered}$ |
| 4-day | $\begin{gathered} 2.18 \\ (1.82-2.61) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2.56 \\ (2.13-3.06) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3.22 \\ (2.68-3.87) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3.82 \\ (3.16-4.62) \\ \hline \end{gathered}$ | $\begin{gathered} 4.73 \\ (3.83-6.00) \\ \hline \end{gathered}$ | $\begin{gathered} 5.49 \\ (4.33-7.04) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 6.30 \\ (4.81-8.30) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 7.18 \\ (5.26-9.72) \\ \hline \end{gathered}$ | $\begin{gathered} 8.43 \\ (5.95-11.7) \\ \hline \end{gathered}$ | $\begin{gathered} 9.43 \\ (6.46-13.3) \\ \hline \end{gathered}$ |
| 7-day | $\begin{gathered} 2.58 \\ (2.17-3.07) \\ \hline \end{gathered}$ | $\begin{gathered} 2.98 \\ (2.50-3.54) \\ \hline \end{gathered}$ | $\begin{gathered} 3.68 \\ (3.08-4.39) \\ \hline \end{gathered}$ | $\begin{gathered} 4.32 \\ (3.60-5.18) \\ \hline \end{gathered}$ | $\begin{gathered} 5.29 \\ (4.31-6.65) \\ \hline \end{gathered}$ | $\begin{gathered} 6.09 \\ (4.84-7.76) \\ \hline \end{gathered}$ | $\begin{gathered} 6.96 \\ (5.34-9.09) \\ \hline \end{gathered}$ | $\begin{gathered} 7.89 \\ (5.82-10.6) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 9.21 \\ (6.55-12.8) \\ \hline \end{gathered}$ | $\begin{gathered} 10.3 \\ (7.10-14.4) \\ \hline \end{gathered}$ |
| 10-day | $\begin{gathered} 2.93 \\ (2.48-3.47) \\ \hline \end{gathered}$ | $\begin{gathered} 3.37 \\ (2.84-3.98) \\ \hline \end{gathered}$ | $\begin{gathered} 4.13 \\ (3.47-4.90) \\ \hline \end{gathered}$ | $\begin{gathered} 4.81 \\ (4.02-5.74) \\ \hline \end{gathered}$ | $\begin{gathered} 5.83 \\ (4.76-7.29) \\ \hline \end{gathered}$ | $\begin{gathered} 6.68 \\ (5.32-8.45) \\ \hline \end{gathered}$ | $\begin{gathered} 7.58 \\ (5.85-9.86) \\ \hline \end{gathered}$ | $\begin{gathered} 8.55 \\ (6.34-11.4) \\ \hline \end{gathered}$ | $\begin{gathered} 9.92 \\ (7.09-13.7) \\ \hline \end{gathered}$ | $\begin{gathered} 11.0 \\ (7.65-15.4) \\ \hline \end{gathered}$ |
| 20-day | $\begin{gathered} 3.91 \\ (3.33-4.58) \\ \hline \end{gathered}$ | $\begin{gathered} 4.51 \\ (3.84-5.29) \\ \hline \end{gathered}$ | $\begin{gathered} \mathbf{5 . 5 2} \\ (4.68-6.50) \\ \hline \end{gathered}$ | $\begin{gathered} 6.39 \\ (5.39-7.55) \\ \hline \end{gathered}$ | $\begin{gathered} 7.63 \\ (6.25-9.37) \\ \hline \end{gathered}$ | $\begin{gathered} \mathbf{8 . 6 2} \\ (6.90-10.8) \\ \hline \end{gathered}$ | $\begin{gathered} \mathbf{9 . 6 4} \\ (7.47-12.4) \\ \hline \end{gathered}$ | $\begin{gathered} 10.7 \\ (7.98-14.1) \\ \hline \end{gathered}$ | $\begin{gathered} 12.2 \\ (8.74-16.6) \\ \hline \end{gathered}$ | $\begin{gathered} 13.3 \\ (9.31-18.4) \\ \hline \end{gathered}$ |
| 30-day | $\begin{gathered} 4.70 \\ (4.02-5.47) \\ \hline \end{gathered}$ | $\begin{gathered} \mathbf{5 . 4 4} \\ (4.65-6.34) \\ \hline \end{gathered}$ | $\begin{gathered} 6.65 \\ (5.66-7.78) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 7.66 \\ (6.49-9.00) \\ \hline \end{gathered}$ | $\begin{gathered} 9.06 \\ (7.44-11.0) \\ \hline \end{gathered}$ | $\begin{gathered} 10.1 \\ (8.15-12.5) \\ \hline \end{gathered}$ | $\begin{gathered} 11.2 \\ (8.74-14.3) \\ \hline \end{gathered}$ | $\begin{gathered} 12.3 \\ (9.24-16.2) \\ \hline \end{gathered}$ | $\begin{array}{c\|} \hline 13.8 \\ (9.98-18.7) \\ \hline \hline \end{array}$ | $\begin{gathered} 15.0 \\ (10.5-20.6) \\ \hline \end{gathered}$ |
| 45-day | $\begin{gathered} 5.67 \\ (4.88-6.57) \\ \hline \end{gathered}$ | $\begin{gathered} 6.55 \\ (5.63-7.60) \\ \hline \end{gathered}$ | $\begin{gathered} 7.97 \\ (6.82-9.27) \\ \hline \end{gathered}$ | $\begin{gathered} 9.12 \\ (7.77-10.7) \\ \hline \end{gathered}$ | $\begin{gathered} 10.7 \\ (8.79-12.9) \\ \hline \end{gathered}$ | $\begin{gathered} 11.9 \\ (9.56-14.5) \\ \hline \end{gathered}$ | $\begin{gathered} 13.0 \\ (10.2-16.4) \\ \hline \end{gathered}$ | $\begin{gathered} 14.2 \\ (10.6-18.4) \\ \hline \end{gathered}$ | $\begin{gathered} 15.6 \\ (11.3-21.0) \\ \hline \end{gathered}$ | $\begin{gathered} 16.7 \\ (11.9-23.0) \\ \hline \end{gathered}$ |
| 60-day | $\begin{gathered} 6.49 \\ (5.60-7.48) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 7.46 \\ (6.43-8.62) \\ \hline \end{gathered}$ | $\begin{gathered} 9.01 \\ (7.74-10.4) \\ \hline \end{gathered}$ | $\begin{gathered} 10.3 \\ (8.77-11.9) \\ \hline \end{gathered}$ | $\begin{gathered} 11.9 \\ (9.82-14.3) \\ \hline \end{gathered}$ | $\begin{gathered} 13.1 \\ (10.6-16.0) \\ \hline \end{gathered}$ | $\begin{gathered} 14.3 \\ (11.2-18.0) \\ \hline \end{gathered}$ | $\begin{gathered} 15.5 \\ (11.7-20.0) \\ \hline \end{gathered}$ | $\begin{gathered} 16.9 \\ (12.3-22.6) \\ \hline \end{gathered}$ | $\begin{gathered} 18.0 \\ (12.8-24.6) \\ \hline \end{gathered}$ |
| $1^{1}$ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). <br> Numbers in parenthesis are PF estimates at lower and upper bounds of the $90 \%$ confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is $5 \%$. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. <br> Please refer to NOAA Atlas 14 document for more information. |  |  |  |  |  |  |  |  |  |  |

## PF graphical

PDS-based depth-duration-frequency (DDF) curves Latitude: $38.9850^{\circ}$, Longitude: $-104.5650^{\circ}$


| Average recurrence <br> interval <br> (years) |
| :---: |
| -1 |
| -2 |
| -5 |
| -10 |
| -25 |
| -50 |
| -100 |
| -200 |
| -1000 |




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## Small scale terrain



Large scale aerial


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Disclaimer

## APPENDIX B

## MDDP \& DBPS Sheet References






## APPENDIX C

## Hydrologic Computations

$\qquad$
Provide for all

|  |  |  |  | rovide |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Date: | 2/10/21 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | xistin | bas |  |  |  |  |  |  | 16 | 17 | 18 |  | 20 |  |  | 23 |  |  | 26 | 27 |
|  |  | ${ }^{\text {Pa }}$ | ed/Gravel Re |  |  | nssUndevelo |  |  | tial - $1 / 8$ |  |  | tial - $1 / 4$ | cre |  | ial-1/3 | cre | Res | tial -1/2 |  |  | ntial - 1 A |  | Basins Total |
| Basin ID | Total Area (ac) | \% Imp. | Area (ac) | $\begin{aligned} & \text { Weighted } \\ & \text { \% Imp. } \end{aligned}$ | \% Imp. | Area (ac) | $\begin{aligned} & \text { Weighted } \\ & \text { \% Imp. } \end{aligned}$ | \% Imp. | Area (ac) | $\begin{aligned} & \text { Weighted } \\ & \text { \% Imp. } \end{aligned}$ | \% Imp. | Area (ac) | $\begin{aligned} & \text { Weighted ded } \\ & \% \text { Imm. } \end{aligned}$ | \% Imp. | Area (ac) | $\begin{aligned} & \text { Weighted ded } \\ & \text { \% Imp. } \end{aligned}$ | \% Imp. | Area (ac) | $\begin{aligned} & \text { Weighted d } \\ & \text { \% Imp. } \end{aligned}$ | \% Imp. | Area (ac) | $\begin{array}{\|l\|l\|} \hline \text { Weighted d } \\ \text { \% Imp. } \end{array}$ | Weighted \% Imp. |
| ExISting | 7 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| os-w | 108. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 55* |
| OS-NW | 205.72 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $56^{*}$ |
| EX-1 | 105.72 | 100 | 0 | 0 | 2 | 105.72 | 2 | 65 | 0 | 0 | 40 | 0 | 0 | 30 | 0 | 0 | 25 | 0 | 0 | 20 | 0 | 0 | 2 |
| Ex-2 | 57.68 | 100 | 0 | 0 | 2 | 57.68 | 2 | 65 | 0 | 0 | 40 | 0 | 0 | 30 | 0 | 0 | 25 | 0 | 0 | 20 | 0 | 0 | 2 |
| Ex-3 | 23.35 | 100 | 0 | 0 | 2 | 23.35 | 2 | 65 | 0 | 0 | 40 | 0 | 0 | 30 | 0 | 0 | 25 | 0 | 0 | 20 | 0 | 0 | 2 |
| PROPOSED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Basin-1 | 1.4 | 100 | 1.40 | 100.0 | 2 | 0.27 | ${ }_{0} 0.4$ | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 100.4 |
| A-1 | 11.23 | 100 | 0.00 | 0.0 | 2 | 11.23 | 2.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 2.0 |
| A-2a | 4.21 | 100 | 0.00 | $\stackrel{0}{0.0}$ | 2 | 0.00 | 0.0 | 65.0 | 4.21 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| A-2b | 2.72 | 100 | 1.77 | 65.1 | 2 | 0.00 | 0.0 | 65.0 | 0.95 | 22.7 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 87.8 |
| A.3 | 0.34 | 100 | 0.34 | 100.0 | 2 | 0.00 | 0.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | ${ }^{20}$ | 0.00 | 0.0 | 100.0 |
| A-4a | 6.04 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 6.04 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| A-4b | 4.10 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 4.10 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| A.5 | 0.34 | 100 | 0.34 | 100.0 | 2 | 0.00 | 0.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 100.0 |
| A-6 | 2.67 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 2.67 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| A.7 | 2.91 | 100 | 0.28 | 9.6 | 2 | 2.23 | 1.5 | 65.0 | 0.40 | 8.9 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 20.0 |
| A.-8 | 5.17 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 5.17 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | ${ }^{25}$ | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| A-9 | 1.73 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 1.73 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| A-10 | 6.31 | 100 | 0.00 | 0.0 | 2 | 6.31 | 2.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 2.0 |
| B-1 | 4.02 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 4.02 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| B-2 | 4.16 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 4.16 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| B-3 | 3.42 | 100 | 0.00 | 0.0 | 3 | 0.00 | 0.0 | 65.0 | 3.42 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| B-4 | 0.76 | 100 | 0.76 | 100.0 | 2 | 0.00 | 0.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 100.0 |
| B-5 | 5.32 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 5.32 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | ${ }^{25}$ | 0.00 | 0.0 | ${ }^{20}$ | 0.00 | 0.0 | 65.0 |
| B-6 | 2.28 | 100 | 0.00 | 0.0 | 3 | 0.00 | 0.0 | 65.0 | 2.28 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| B-7 | 1.94 | 100 | 0.00 | 0.0 | 4 | 0.00 | 0.0 | 65.0 | 1.94 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| B-8 | 3.54 | 100 | 0.00 | 0.0 | 5 | 0.00 | 0.0 | 65.0 | 3.54 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| B.9 | 2.57 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 2.57 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | ${ }^{25}$ | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| B-10 | 0.87 | 100 | 0.00 | 0.0 | 2 | 0.87 | 2.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 2.0 |
| C-1 | 3.90 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 3.90 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| C-2 | 0.96 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 0.96 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| C.3 | 4.07 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 4.07 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| ${ }^{\text {C-4 }}$ | 3.8 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 3.80 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| ${ }^{\text {C.5 }}$ | 3.19 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 3.19 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| C-6 | 2.99 | 100 | 0.00 | 0.0 | 3 | 0.00 | ${ }^{0.0}$ | ${ }_{6}^{65.0}$ | $\frac{2.99}{5.98}$ | ${ }_{65.0}^{60}$ | 40 | 0.00 | ${ }^{0.0}$ | 30 | 0.00 | 0.0 | 25 | 0.00 | ${ }^{0.0}$ | 20 | 0.00 | ${ }^{0.0}$ | $\stackrel{65.0}{6.0}$ |
| C-7 | 5.48 | 100 | 0.00 | 0.0 | 4 | 0.00 | 0.0 | 65.0 | 5.48 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| C-8 | 2.82 5.96 | 100 100 | 0.00 0.00 | 0.0 0.0 | 5 | 0.00 0.00 | 0.0 0.0 | 65.0 65.0 | 2.82 <br> 5.96 | 65.0 65.0 | ${ }_{40}^{40}$ | 0.00 0.00 | 0.0 0.0 | 30 30 | 0.00 0.00 | 0.0 0.0 | $\frac{25}{25}$ | 0.00 0.00 | 0.0 0.0 | $\stackrel{20}{20}$ | 0.00 0.00 | 0.0 0.0 | 65.0 65.0 |
| C-10 | 3.67 | 100 | 0.00 | 0.0 | 7 | $\stackrel{0}{0.00}$ | 0.0 | 65.0 | ${ }_{3} 3.67$ | 65.0 | 40 | 0.00 | 0.0 | 30 | O.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0 | 65.0 |
| C-11 | 0.5 | 100 | 0.00 | 0.0 | 8 | 0.00 | 0.0 | 65.0 | 0.50 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| C-12 | 1.61 | 100 | 0.00 | 0.0 | 9 | 0.00 | 0.0 | 65.0 | 1.61 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| C-13 | 2.46 | 100 | 0.00 | 0.0 | 10 | 2.46 | 10.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 10.0 |
| C-14 | 1.52 | 100 | 0.00 | 0.0 | 11 | 1.52 | 11.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 11.0 |
| D-1 | 2.46 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 2.46 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| D-2 | 0.75 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 0.75 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | ${ }^{20}$ | 0.00 | 0.0 | 65.0 |
| D-3 | 4.76 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 650 | 4.76 | 65.0 650 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| D. | ${ }_{0}^{4.74}$ | $\stackrel{100}{100}$ | 0.00 0.00 | ${ }_{0}^{0.0}$ | 2 | 0.00 0.71 | ${ }_{0}^{0.0}$ | ${ }_{65}^{650}$ | 4.74 0.00 | 65.0 00 | ${ }_{40}^{40}$ | 0.00 0.00 | $\stackrel{0.0}{0.0}$ | 30 30 | 0.00 0.00 | $\stackrel{0.0}{0.0}$ | $\stackrel{25}{25}$ | 0.00 0.00 | $\stackrel{0.0}{0.0}$ | $\stackrel{20}{20}$ | 0.00 0.00 | ${ }_{0}^{0.0}$ | $\stackrel{65.0}{20}$ |
| D-6 | 1 | 100 | 0.00 | 0.0 | 3 | 1.00 | 3.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 3.0 |
| E-1 | 5.06 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 5.06 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| E-2 | 3.63 | 100 | 0.00 | 0.0 | 2 | 0.00 | 0.0 | 65.0 | 3.63 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| $\stackrel{\text { E.3 }}{\text { E-4 }}$ | 2.97 | 100 | 0.00 | 0.0 | 3 | 0.00 | 0.0 | 65.0 | 2.97 | 65.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | ${ }^{25}$ | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 65.0 |
| E-5 | 6.86 | 100 100 | 0.00 0.00 | 0.0 0.0 | 4 | 0.00 0.74 | 0.0 5.0 | 65.0 65.0 | 6.86 0.00 | 65.0 0.0 | 40 40 | 0.00 0.00 | 0.0 0.0 | 30 30 | 0.00 | 0.0 0.0 | ${ }_{25}^{25}$ | 0 | $\stackrel{0.0}{0.0}$ | 20 | 0.00 0.00 | ${ }_{0}^{0.0}$ | $\frac{65.0}{50}$ |
| E-6 | 0.95 | 100 | 0.00 | 0.0 | 2 | 0.95 | 2.0 | 65.0 | 0.00 | 0.0 | 40 | 0.00 | 0.0 | 30 | 0.00 | 0.0 | 25 | 0.00 | 0.0 | 20 | 0.00 | 0.0 | 2.0 |


| Loot Type Identification: |  |
| :---: | :---: |
|  |  |
| 0-8,167 | 1/8 Acre |
| $8,168-12,704$ | $1 / 4$ Acre |
| $12,705-18,149$ <br> 180 | $1 / 3 \mathrm{Ac}$ |
| 18,150-32,670 | $1 / 2 \mathrm{Ac}$ |
| 32,671-43,560 | 1 Acre |


| Basin ID | Total Area (ac) | Paved/Gravel Roads |  |  | Lawns/Undeveloped |  |  | $\frac{10}{\text { Roofs }}$ |  |  | $\frac{12}{12}{ }_{\text {Residential }-1 / 8 \mathrm{Acre}}{ }^{14}$ |  |  | ${ }^{15} \frac{16}{\text { Residential }-1 / 4 \text { Acre }}$ |  |  | $\frac{18}{18} \frac{19}{\text { Residential }-1 / 3 \text { Acre }}$ |  |  | $\frac{21}{21}{ }^{22}{ }^{22}{ }^{22}{ }^{2}$ |  |  | 24 | ${ }^{24}{ }_{\text {Residential-1 Acre }}{ }^{25}$ |  | $27 \quad 28$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | Composite |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | $\mathrm{c}_{5}$ | $\mathrm{C}_{100}$ | Area (ac) |  |  |  | $\mathrm{c}_{5}$ | $\mathrm{C}_{100}$ | Area (ac) | $\mathrm{C}_{5}$ | $\mathrm{C}_{100}$ | Area (ac) | $\mathrm{C}_{5}$ | $\mathrm{C}_{100}$ | Area (ac) | $\mathrm{C}_{5}$ | $\mathrm{C}_{100}$ | Area (ac) | $\mathrm{C}_{5}$ | $\mathrm{C}_{100}$ | Area (ac) | $\mathrm{C}_{5}$ | $\mathrm{C}_{100}$ | Area (ac) | $\mathrm{c}_{5}$ | $\mathrm{C}_{100}$ | Area (ac) | Composite $\mathrm{C}_{5}$ | ${ }_{\text {Criog }}$ |
| EXISTING |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| os-w | 108.8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 55.04* |
| OS-NW | 105.72 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $56.49^{*}$ |
| EX-1 | 105.72 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 105.72 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.09 | 0.36 |
| ${ }_{\text {EX-2 }}^{\text {EX-3 }}$ | 57.68 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | $\frac{57.68}{235}$ | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.09 | 0.36 |
| PROPOSED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Basin-1 | 1.40 | 0.90 | 0.96 | 1.40 | 0.09 | 0.36 | 0.27 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.92 | 1.03 |
| A-1 | 11.23 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 11.23 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.09 | 0.36 |
| A-2a | 4.21 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 4.21 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| A-2b | 2.72 | 0.90 | 0.96 | 1.77 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.95 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.74 | 0.83 |
| A-3 | 0.34 | 0.90 | 0.96 | 0.34 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.90 | 0.96 |
| A-4a | 6.04 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | ${ }_{0}^{0.73}$ | ${ }_{0}^{0.81}$ | 0.00 | ${ }_{0}^{0.45}$ | 0.59 | ${ }_{6}^{6.04}$ | ${ }^{0.30}$ | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | ${ }^{0.46}$ | 0.00 | ${ }_{0}^{0.20}$ | 0.44 0.44 | 0.00 | 0.45 | 0.59 |
| A-4b | 4.10 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 4.10 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| A.5 | 0.34 | 0.90 | 0.96 | 0.34 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.90 | 0.96 |
| ${ }^{\text {A-6 }}$ | 2.67 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 2.67 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| A-7 | 2.91 | 0.90 | 0.96 | 0.28 | 0.09 | 0.36 | 2.23 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.40 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.22 | 0.45 |
| A-8 | 5.17 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 5.17 | 0.30 0.0 0 | 0.50 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | ${ }_{0}^{0.46}$ | ${ }_{0}^{0.00}$ | 0.20 | 0.44 0.44 | 0.00 | 0.45 | 0.59 |
| $\stackrel{\text { A-9 }}{\text { A-10 }}$ | 1.73 <br> 631 | 0.90 0.90 | 0.96 | 0.00 | 0.099 | 0.36 | 0.00 <br> 6.31 | ${ }_{0}^{0.73}$ | 0.81 <br> 0.81 <br> 0. | 0.00 0.00 | 0.45 0.45 | 0.59 0.59 | 1.73 <br> 0.00 | 0.30 0.30 | 0.50 0.50 0 | 0.00 0.00 | 0.25 0.25 | 0.47 0.47 | 0.00 0.00 | $\frac{0.22}{0.22}$ | ${ }_{0}^{0.46}$ | 0.00 0.00 | 0.20 0.20 | 0.44 0.44 | 0.00 0.00 | 0.45 0.09 | 0.59 |
| A-1 | 4.02 | 0.90 | 0.96 | 0.00 | 0.09 <br> 0.09 <br> 0 | 0.36 0.36 | $\underline{6.00}$ | ${ }_{0} 0.73$ | $\stackrel{0.81}{0 .}$ | 0.00 | 0.45 | 0.59 | 0.02 | 0.30 | 0.50 | O.000 | 0.25 | $\stackrel{0.47}{ }$ | 0.00 | 0.22 | ${ }_{0} 0.46$ | $\stackrel{0}{0.00}$ | 0.20 | 0.44 | $\stackrel{0}{0.00}$ | 0.45 | 0.36 |
| B-2 | 4.16 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 4.16 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| B-3 | 3.42 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 3.42 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| B-4 | $\stackrel{0.76}{5.32}$ | 0.90 0.90 | 0.96 0.96 | 0.76 0.00 | 0.09 0.09 | 0.36 0.36 | 0.00 0.00 | ${ }_{0}^{0.73}$ | 0.81 0.81 | 0.00 0.00 | 0.45 0.45 | 0.59 0.59 | 0.00 5.32 | 0.30 0.30 | 0.50 0.50 | 0.00 0.00 | 0.25 0.25 | 0.47 0.47 | 0.00 0.00 | 0.22 0.22 | 0.46 0.46 | 0.00 0.00 | 0.20 0.20 | 0.44 0.44 | 0.00 0.00 | 0.90 | 0.96 |
| B-6 | 2.28 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 2.28 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | ${ }_{0}$ | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| B-7 | 1.94 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 1.94 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| B-8 | 3.54 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 3.54 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| B.9 | 2.57 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 2.57 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| B-10 | 0.87 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.87 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.09 | 0.36 |
| C-1 | 3.90 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 3.90 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-2 | 0.96 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.96 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-3 | 4.07 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 4.07 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-4 | 3.80 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 3.80 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-5 | 3.19 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 3.19 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-6 | 2.99 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 2.99 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-7 | 5.48 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 5.48 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-8 | 2.82 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 2.82 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-9 | 5.96 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 0.36 | 0.00 | ${ }_{0}^{0.73}$ | 0.81 | 0.00 | 0.45 | 0.59 | 5.96 |  |  |  | 0.25 |  |  |  |  |  |  | 0.44 |  |  |  |
| C-10 | 3.67 0.50 | 0.90 0.90 | 0.96 0.96 | 0.00 0.00 | 0.09 0.09 0 | 0.36 <br> 0.36 | 0.00 0.00 | 0.73 0.73 | 0.81 0.81 | 0.00 0.00 | 0.45 0.45 | 0.59 0.59 | 3.67 <br> 0.50 | 0.30 0.30 | 0.50 0.50 | 0.00 0.00 | 0.25 0.25 | 0.47 0.47 | 0.00 0.00 | 0.22 <br> 0.22 | 0.46 <br> 0.46 <br> 0 | 0.00 0.00 | 0.20 0.20 | 0.44 0.44 | 0.00 0.00 | 0.45 <br> 0.45 | 0.59 0.59 |
| C-12 | 1.61 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 1.61 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| C-13 | 2.46 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 2.46 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.09 | 0.36 |
| C-14 | 1.52 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 1.52 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.09 | 0.36 |
| D-1 | 2.46 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 2.46 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | ${ }^{0.22}$ | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| D-2 | 0.75 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.75 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | ${ }_{0}^{0.22}$ | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| D-3 | 4.76 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 4.76 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | ${ }_{0}^{0.22}$ | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| $\frac{\mathrm{D}-4}{\text { D. } 5}$ | 4.74 | 0.90 0.90 | 0.96 0.96 | 0.00 0.00 | 0.09 0.09 | 0.36 <br> 0.36 | 0.00 0.71 | 0.73 0.73 | 0.81 0.81 | 0.00 0.00 | 0.45 0.45 | 0.59 0.59 | 4.74 0.00 | 0.30 0.30 | 0.50 0.50 | 0.00 0.00 | 0.25 0.25 | 0.47 0.47 | 0.00 0.00 | $\frac{0.22}{0.22}$ | 0.46 0.46 | 0.00 0.00 | 0.20 0.20 | 0.44 0.44 | 0.00 0.00 | 0.0 | 0.0 .59 |
| D-6 | 1.00 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 1.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 0.00 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.09 | 0.36 |
| E-1 | 5.06 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 5.06 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| E-2 | 3.63 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 3.63 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| E-3 | 2.97 | 0.90 | 0.96 | 0.00 | 0.09 | 0.36 | 0.00 | 0.73 | 0.81 | 0.00 | 0.45 | 0.59 | 2.97 | 0.30 | 0.50 | 0.00 | 0.25 | 0.47 | 0.00 | 0.22 | 0.46 | 0.00 | 0.20 | 0.44 | 0.00 | 0.45 | 0.59 |
| E-4 | ${ }^{6.86}$ | $\frac{0.90}{0.90}$ | ${ }_{0}^{0.96}$ | 0.00 0.00 | 0.09 0.09 | 0.36 <br> 0.36 | 0.00 | ${ }_{0}^{0.73}$ | $\frac{0.81}{0.81}$ | 0 | $\frac{0.45}{0.45}$ | 0.59 0.59 | ${ }^{6.86}$ | 0.30 0.30 | 0.50 0.50 | 0.00 0.00 | 0.25 0.25 | 0.47 | 0.000 | $\frac{0.22}{022}$ | ${ }_{0}^{0.46}$ | 0.00 <br> 0.00 | $\frac{0.20}{020}$ | 0.44 0.44 | 0.00 | 0.45 |  |
| ${ }_{\text {E-6 }}^{\text {E- }}$ | $\frac{0.74}{0.95}$ | $\frac{0.90}{0.90}$ | ${ }_{0}^{0.96}$ | 0.00 | 0 | 0 | $\stackrel{0.74}{0.95}$ | 0.73 | $\frac{0.81}{0.81}$ | 0.00 | ${ }_{0}^{0.45}$ | 0.5 | $\stackrel{0.00}{0.00}$ | 0.30 | $\frac{0.50}{0.50}$ | $\stackrel{0}{0.00}$ | ${ }_{0}^{0.25}$ | 0.47 | 0.00 | ${ }_{0}^{0.22}$ | 0.46 | 0 | 0.20 | ${ }_{0}^{0.44}$ | $\stackrel{0}{0.00}$ | 0.09 | 0.36 |


| Lot Type Identification: |  |
| :---: | :---: |
| Lot Siee (SF) | Lot Siee (Acre) |
| 0-8,167 | 4/1/8 Acre |
| 8,168 -12,704 | 1/4 Acre |
| 12,705-18,149 | $1 / 3$ Acre |
| 18,150-32,670 | 1/2 Acre |
| 32,671-43,560 | 1 A |



## STANDARD FORM SF－3：EXISTING \＆PROPOSED

 STORM DRAINAGE SYSTEM DESIGNNot checked on this review


Project Name：Grandview Subdivision PDR
Project No．：HRG01
Calculated By：TJE
Checked By：BAS

$$
\text { Date: } 12 / 10 / 21
$$

| STREET |  | DIRECT RUNOFF |  |  |  |  |  |  | TOTAL RUNOFF |  |  |  | STREET |  | PIPE |  |  | TRAVEL TIME |  |  | REMARKS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\begin{aligned} & \frac{0}{4} \\ & \text { KiNy } \\ & \hline \end{aligned}$ |  |  | $$ | 気 | $\frac{\hat{\pi}}{0}$ | $\begin{aligned} & \hat{e} \\ & \text { 曾 } \\ & \hline \end{aligned}$ | $\begin{gathered} \stackrel{0}{4} \\ \stackrel{y}{4} \\ \hline \end{gathered}$ | E. | $\frac{\stackrel{y}{0}}{0}$ | $\begin{array}{r} \text { 厅. } \\ \frac{\stackrel{0}{6}}{6} \\ \hline \end{array}$ |  |  | $\begin{array}{r} \text { O} \\ \frac{0}{0} \\ \frac{0}{0} \\ \hline \end{array}$ |  |  |  | 㟺 |  |
| EXISTING |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | OS－W | 108.80 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Sheet flow to Main Stem Channel |
|  |  |  |  |  |  |  |  |  |  |  |  | 67.0 |  |  |  |  |  |  |  |  | Total Flow－Q（5）＝67 cfs（from MDDP） |
|  |  | OS－NW | 105.72 |  |  |  |  |  |  |  |  | 59.0 |  |  |  |  |  |  |  |  | Sheet flow to Main Stem Tributary \＃2 Channel Total Flow－Q（5）＝59 cfs（from MDDP） |
|  | 1 | EX－1 | 105.72 | 0.09 | 31.7 | 9.51 | 2.35 | 22.3 |  |  |  | 89.3 |  |  |  |  |  |  |  |  | Sheet flow to Main Stem Tributary \＃2 Channel Total Flow－Incl．Offsite flow of Q（5）＝67 cfs（from MDDP） |
|  | 2 | EX－2 | 57.68 | 0.09 | 27.8 | 5.19 | 2.53 | 13.1 |  |  |  | 72.1 |  |  |  |  |  |  |  |  | Sheet flow to Main Stem Channel Total Flow－Incl．Offsite flow of $\mathrm{Q}(5)=59$ cfs（from MDDP） |
|  | 3 | EX－3 | 23.35 | 0.09 | 17.4 | 2.10 | 3.23 | 6.8 |  |  |  |  |  |  |  |  |  |  |  |  | Sheet flow offiste－outfalls to Main Stem Tributary \＃2 Channel |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PROPOSED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | Basin－1 | 1.40 | 0.92 | 5.2 | 1.29 | 5.05 | 6.5 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1 | A－1 | 11.23 | 0.09 | 9.6 | 1.01 | 4.16 | 4.2 |  |  |  |  |  |  |  |  |  |  |  |  | Institutional Tract |
|  | 2a | A－2a | 4.21 | 0.45 | 8.8 | 1.89 | 4.29 | 8.1 |  |  |  |  |  |  |  |  |  |  |  |  | Basin will have own water quality \＆detention pond On－Grade 15 $5^{\prime}$ CDOT Type R Inlet（0．1 cfs bypass to DP 2b） |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 2b | A－2b | 2.72 | 0.74 | 9.9 | 2.01 | 4.13 | 8.3 |  |  |  | 8.4 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 0.1 cfs upstream bypass） |
|  | 3 | A－3 | 0.34 | 0.90 | 5.0 | 0.31 | 5.10 | 1.6 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R Inlet |
|  | 4 a | ${ }^{\text {A－4a }}$ | 6.04 | 0.45 | 15.2 | 2.72 | 3.44 | 9.4 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 10＇CDOT Type R Inlet（2．4 cfs bypass to DP 2） |
|  | 4 b | A－4b | 4.10 | 0.45 | 13.5 | 1.85 | 3.63 | 6.7 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 10＇CDOT Type R Inlet（0．9 cfs bypass to DP 2） |
|  | 4 |  |  |  |  |  |  |  |  |  |  | 10.0 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 3.3 cfs upstream bypass） |
|  | 5 | A－5 | ${ }^{0.34}$ | 0.90 | 5.0 | 0.31 | 5.10 | 1.6 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R Inlet |
|  | 6 | A－6 | 2.67 | 0.45 | 10.1 | 1.20 | 4.08 | 4.9 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 7 | A－7 | 2.91 | 0.22 | 13.8 | 0.64 | 3.60 | 2.3 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R Inlet |
|  | 7 a | A－8 | 5.17 | 0.45 | 10.8 | 2.33 | 3.98 | 9.3 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 20＇CDOT Type R Inlet |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 7 b | A－9 | 1.73 | 0.45 | 12.1 | 0.78 | 3.80 | 3.0 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 10＇CDOT Type R Inlet |
|  |  | A－10 | 6.31 | 0.09 | 16.5 | 0.57 | 3.31 | 1.9 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 8 | B－1 | 4.02 | 0.45 | 12.6 | 1.81 | 3.74 | 6.8 | 6.3 |  |  |  |  |  |  |  |  |  |  |  | Total of flows to Pond A |
|  | 10a | B－2 | 4.16 | 0.45 | 14.7 | 1.87 | 3.50 | 6.5 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（0．0 cfs bypass to DP 10b） |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 10b | B－3 | 3.42 | 0.45 | 13.5 | 1.54 | 3.63 | 5.6 |  |  |  | 5.6 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 0.0 cfs of upstream bypass） |
|  | ${ }^{11}$ | B－4 | 0.76 | 0.90 | 7.2 | 0.68 | 4.59 | 3.1 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 10＇CDOT Type R Inlet |
|  | 12a | B－5 | 5.32 | 0.45 | 15.4 | 2.39 | 3.42 | 8.2 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（0．2 cfs bypass to DP 12b） |
|  | 14 | B－6 | 2.28 | 0.45 | 13.9 | 1.03 | 3.59 | 3.7 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 10＇CDOT Type R Inlet（0．0 cfs bypass to DP 12b） |
|  | 15 | B－7 | 1.94 | 0.45 | 11.4 | 0.87 | 3.89 | 3.4 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade $10^{\circ}$ CDOT Type R Inlet（ 0.0 cfs bypass to DP 12b） |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 12b | B－8 | 3.54 | 0.45 | 15.4 | 1.59 | 3.42 | 5.4 |  |  |  | 5.6 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 0.2 cfs of upstream bypass） |
|  | 13 | B－9 | 2.57 | 0.45 | 10.1 | 1.16 | 4.08 | 4.7 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 16 | B－10 | 0.87 | 0.09 | 6.7 | 0.08 | 4.70 | 0.4 | 15.4 | 13.02 | 3.42 | 44.5 |  |  |  |  |  |  |  |  | Total of flows to Pond B |

HRG01＿Pr．Drainage Calcs Update－12．02．2021．xlsm


Project Name：Grandview Subdivision PDR
Project No．：HRG01
Calculated By：TJE
Checked By：BAS

| STREET |  | DIRECT RUNOFF |  |  |  |  |  |  | TOTAL RUNOFF |  |  |  | STREET |  | PIPE |  |  | TRAVEL TIME |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{aligned} & \text { 寿 } \\ & \text { 品 } \\ & \end{aligned}$ |  | $\begin{aligned} & 4 \\ & 0 \\ & 0 \\ & 0 \\ & 4 \\ & 0 \\ & \# \end{aligned}$ |  | $\frac{\stackrel{y}{4}}{\frac{1}{4}}$ | $\frac{\text { E. }}{\text { E }}$ | $\frac{\sqrt[x]{e}}{0}$ | 䡖 |  | E.E | $\frac{\stackrel{\pi}{6}}{0}$ | $\begin{aligned} & \text { è } \\ & \stackrel{0}{0} \\ & \stackrel{0}{6} \\ & \hline \end{aligned}$ |  |  | $\begin{aligned} & \text { 厄̀ } \\ & \stackrel{0}{0} \\ & \stackrel{\rightharpoonup}{n} \end{aligned}$ |  | $\begin{aligned} & 巴 \\ & \text { E. } \\ & \text { E. } \end{aligned}$ |  | 会 | REMARKS |
|  | 17b | C－1 | 3.90 | 0.45 | 15.2 | 1.76 | 3.44 | 6.1 |  |  |  | 6.1 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R（0．0 cfs bypass to DP 17 e ） |
|  |  | C－2 | 0.96 | 0.45 | 12.6 | 0.43 | 3.74 | 1.6 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 17a | C－3 | 4.07 | 0.45 | 14.8 | 1.83 | 3.49 | 6.4 | 14.8 | 2.26 | 3.49 | 7.9 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Tyne R（0）${ }^{\text {c fs bypass to DP }} 17 \mathrm{c}$ ） |
|  | 17c | C－4 | 3.80 | 0.45 | 14.8 | 1.71 | 3.49 | 6.0 |  |  |  | 6.1 |  |  |  |  |  |  |  |  | Receives 0.1 cfs of Bypass from DP 17 a On－Grade $15^{\prime}$ CDOT Type R（ 0.0 cfs bypass to DP 17d） |
|  | 17d | C－5 | 3.19 | 0.45 | 13.1 | 1.44 | 3.67 | 5.3 |  |  |  | 5.3 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R（ 0.0 cfs bypass to DP 17g） |
|  | 17 e | C－6 | 2.99 | 0.45 | 15.8 | 1.35 | 3.38 | 4.6 |  |  |  | 4.6 |  |  |  |  |  |  |  |  | On－Grade 15＇${ }^{\prime}$ CDOT Type R（0．0 cfs bypass to DP 178 |
|  | 17f | C－8 | 2.82 | 0.45 | 12.9 | 1.27 | 3.70 | 4.7 |  |  |  | 4.7 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R（0．0 cfs bypass to DP 17g） |
|  | 17g | C－9 | 5.96 | 0.45 | 17.5 | 2.68 | 3.22 | 8.6 |  |  |  | 8.6 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R（Receives 0.0 cfs of upstream bypass） |
|  |  | C－7 | 5.48 | 0.45 | 15.8 | 2.47 | 3.38 | ${ }^{8.3}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 18a |  |  |  |  |  |  |  |  |  |  | 8.3 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R（0．2 cfs bypass to DP 18b） |
|  | 18b | C－10 | 3.67 | 0.45 | 14.7 | 1.65 | 3.49 | 5.8 |  |  |  | 6.0 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R（Receives 0.2 cfs of upstream bypass） |
|  | 19 | C－11 | 0.50 | 0.45 | 6.6 | 0.23 | 4.74 | 1.1 |  |  |  | 1.1 |  |  |  |  |  |  |  |  | Sump $5^{\prime}$ CDOT Type R（Receives 0.0 cfs of upstream bypass） |
|  | 20 | C－12 | 1.61 | 0.45 | 12.2 | 0.72 | 3.78 | 2.7 |  |  |  | 2.7 |  |  |  |  |  |  |  |  | Sump $5^{\prime}$ CDOT Type R（Receives 0.0 cfs of upstream bypass） |
|  |  | C－13 | 2.46 | 0.09 | 13.2 | 0.22 | 3.66 | 0.8 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 21 a |  |  |  |  |  |  |  | 17.5 | 17.76 | 3.22 | 57.2 |  |  |  |  |  |  |  |  | Total combined flows to Pond C |
|  | 21b | C－14 | 1.52 | 0.09 | 11.7 | 0.14 | 3.86 | 0.5 |  |  |  |  |  |  |  |  |  |  |  |  | Un－developed area－Sheet flows to MS 2 |
|  | 22 | D－1 | 2.46 | 0.45 | 6.9 | 1.11 | 4.66 | 5.2 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 23 | D－2 | 0.75 | 0.45 | 8.8 | 0.34 | 4.31 | 1.5 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R Inlet |
|  | 24 | D－3 | 4.76 | 0.45 | 10.8 | 2.14 | 3.98 | 8.5 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 25 | D－4 | 4.74 | 0.45 | 11.2 | 2.13 | 3.92 | ${ }^{8.3}$ |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 26 | D－5 | 0.71 | 0.09 | 8.3 | 0.06 | 4.39 | 0.3 | 11.2 | 578 | 3.92 | 22.7 |  |  |  |  |  |  |  |  | Total of flows to Pond D |
|  |  | D－6 | 1.00 | 0.09 | 11.7 | 0.09 | 3.86 | 0.3 |  |  |  |  |  |  |  |  |  |  |  |  | Un－developed area－Sheet flows to MS |
|  | 27 | E－1 | 5.06 | 0.45 | 16.6 | 2.28 | 3.30 | 7.5 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（0．1 cfs bypass to DP 29 ） |
|  | 28 | E－2 | 3.63 | 0.45 | 6.8 | 1.63 | 4.69 | 7.6 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（0．1 cfs bypass to DP 29） |
|  | 29 | E－3 | 2.97 | 0.45 | 16.0 | 1.34 | 3.36 | 4.5 |  |  |  | 4.7 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 0.2 cfs of upstream bypass） |
|  | 30 | E－4 | 6.86 | 0.45 | 18.3 | 3.09 | 3.15 | 9.7 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 31 | E－5 | 0.74 | 0.09 | 9.8 | 0.07 | 4.14 | 0.3 | 18.3 | 8.41 | 3.15 | 26.5 |  |  |  |  |  |  |  |  | Total of flows to Pond E |
|  |  | E－6 | 0.95 | 0.09 | 12.6 | 0.09 | 3.74 | 0.3 |  |  |  |  |  |  |  |  |  |  |  |  | Un－developed area－Sheet flows to MS |



Project Name：Grandview Subdivision PDR Project No．： HRG01
Calculated By：TJE
Checked By：
Date：$\frac{\text { BAS }}{12 / 10 / 21}$

|  | $\begin{aligned} & \text { 若 } \\ & \text { a } \\ & \text { 哥 } \\ & \text { on } \\ & \hline \end{aligned}$ | DIRECT RUNOFF |  |  |  |  |  |  | TOTAL RUNOFF |  |  |  | STREET |  | PIPE |  |  | TRAVEL TIME |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| STREET |  |  |  | $\begin{aligned} & 4 \\ & \text { \# } \\ & 0 \\ & \text { O } \\ & 0 \\ & 0 \\ & \hline \end{aligned}$ |  | $\begin{gathered} \stackrel{S}{\dot{4}} \\ \stackrel{4}{4} \\ \hline \end{gathered}$ | E.E | $\frac{\hat{\pi}}{0}$ |  | $$ | $\frac{\widehat{y}}{\underline{y}}$ | $\frac{\stackrel{\pi}{8}}{0}$ | 厄® |  |  | $\begin{aligned} & \overparen{0} \\ & \stackrel{0}{0} \\ & \frac{0}{0} \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \frac{0}{0} \\ & \frac{0}{6} \\ & \stackrel{3}{3} \\ & \stackrel{N}{\hat{W}} \\ & 0 \\ & 0 \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \text { 总 } \\ & \text { 2 } \\ & \text { 20 } \\ & \frac{0}{0} \\ & \hline \end{aligned}$ | 蕆 | REMARKS |
| EXISTING |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1 | EX－1 | 105.72 | 0.36 | 31.7 | 38.06 | 4.18 | 159.1 |  |  |  | 572.1 |  |  |  |  |  |  |  |  | Sheet flow to Main Stem Tributary \＃2 Channel <br> Total Flow－Incl．Offsite flow of $\mathrm{Q}(100)=413 \mathrm{cfs}$（from MDDP） |
|  | 2 | EX－2 | 57.68 | 0.36 | 27.8 | 20.76 | 4.50 | 93.4 |  |  |  | 373.4 |  |  |  |  |  |  |  |  | Sheet flow to Main Stem Channel <br> Total Flow－Incl．Offsite flow of $Q(100)=280 \mathrm{cfs}$（from MDDP） |
|  | 3 | EX－3 | 23.35 | 0.36 | 17.4 | 8.41 | 5.75 | 48.4 |  |  |  |  |  |  |  |  |  |  |  |  | Sheet flow offiste－outfalls to Main Stem Tributary \＃2 Channel |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PROPOSED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | OS－W | 108.80 |  |  |  |  |  |  |  |  | 413.0 |  |  |  |  |  |  |  |  | Sheet flow to Main Stem Channel <br> Total Flow－ $\mathrm{Q}(5)=413 \mathrm{cfs}$（from MDDP） |
|  |  | OS－NW | 105.72 |  |  |  |  |  |  |  |  | 280.0 |  |  |  |  |  |  |  |  | Sheet flow to Main Stem Tributary \＃2 Channel Total Flow－ $\mathrm{Q}(5)=280 \mathrm{cfs}$（from MDDP） |
|  |  | Basin－1 | 1.40 | 1.03 | 5.2 | 1.44 | 8.98 | 12.9 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1 | A－1 | 11.23 | 0.36 | 9.6 | 4.04 | 7.40 | 29.9 |  |  |  |  |  |  |  |  |  |  |  |  | Institutional Tract <br> Basin will have own water quality \＆detention pond |
|  | ${ }^{2 a}$ | A－2a | 4.21 | 0.59 | 8.8 | 2.48 | 7.64 | 18.9 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（5．2 cfs bypass to DP 2b） |
|  | 2b | A－2b | 2.72 | 0.83 | 9.9 | 2.26 | 7.34 | 16.6 |  |  |  | 21.8 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 5.2 cfs upstream bypass） |
|  | 3 | A－3 | 0.34 | 0.96 | 5.0 | 0.33 | 9.09 | 3.0 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R Inlet |
|  | 4a | A－4a | 6.04 | 0.59 | 15.2 | 3.56 | 6.13 | 21.8 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 10＇CDOT Type R Inlet（11．3 cfs bypass to DP 2） |
|  | 4 b 4 | A－4b | 4.10 | 0.59 | 13.5 | 2.42 | 6.46 | 15.6 |  |  |  | 17.9 |  |  |  |  |  |  |  |  | On－Grade $10^{\prime}$ CDOT Type R Inlet（6．6 cfs bypass to DP 2） <br> Sump 15＇CDOT Type R Inlet（Receives 179 cfs upstream bypass） |
|  | 5 | A－5 | 0.34 | 0.96 | 5.0 | 0.33 | 9.09 | 3.0 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R Inlet（ |
|  | 6 | A－6 | 2.67 | 0.59 | 10.1 | 1.58 | 7.27 | 11.5 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 7 | A－7 | 2.91 | 0.45 | 13.8 | 1.31 | 6.40 | 8.4 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R Inlet |
|  | 7 a | A－8 | 5.17 | 0.59 | 10.8 | 3.05 | 7.09 | 21.6 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 20＇CDOT Type R Inlet |
|  | 7 b | A－9 | 1.73 | 0.59 | 12.1 | 1.02 | 6.76 | 6.9 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 10＇CDOT Type R Inlet |
|  | 8 | A－10 | 6.31 | 0.36 | 16.5 | 2.27 | 5.90 | 13.4 | 165 | 20.61 | 590 | 1216 |  |  |  |  |  |  |  |  | Total of flows to Pond A |
|  | 9 | B－1 | 4.02 | 0.59 | 12.6 | 2.37 | 6.66 | 15.8 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 10a | B－2 | 4.16 | 0.59 | 14.7 | 2.45 | 6.22 | 15.2 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（3．1 cfs bypass to DP 10b） |
|  |  | B－3 | 3.42 | 0.59 | 13.5 | 2.02 | 6.46 | 13.0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 10 b |  |  |  |  |  |  |  |  |  |  | 16.1 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 3.1 cfs of upstream bypass） |
|  | 11 | B－4 | 0.76 | 0.96 | 7.2 | 0.73 | 8.17 | 6.0 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 10＇CDOT Type R Inlet |
|  | 12a | B－5 | 5.32 | 0.59 | 15.4 | 3.14 | 6.10 | 19.2 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（5．4 cfs bypass to DP 12b） |
|  | 14 | B－6 | 2.28 | 0.59 | 13.9 | 1.35 | 6.39 | 8.6 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 10＇CDOT Type R Inlet（ 2.0 cfs bypass to DP 12b） |
|  | 15 | B－7 | 1.94 | 0.59 | 11.4 | 1.14 | 6.93 | 7.9 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 10＇CDOT Type R Inlet（1．6 cfs bypass to DP 12b） |
|  |  | B－8 | 3.54 | 0.59 | 15.4 | 2.09 | 6.09 | 12.7 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 12b |  |  |  |  |  |  |  |  |  |  | 21.7 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 9.0 cfs of upstream bypass） |
|  | 13 | B－9 | 2.57 | 0.59 | 10.1 | 1.52 | 7.27 | 11.1 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 16 | B－10 | 0.87 | 0.36 | 6.7 | 0.31 | 8.37 | 2.6 | 15.4 | 17.12 | 6.09 | 104.3 |  |  |  |  |  |  |  |  | Total of flows to Pond B |

HRG01＿Pr．Drainage Calcs Update－－12．02．2021．x｜sm

Subdivision： | Grandview Reserve |
| :--- |
| $\quad$ Location： |
| Des，El Paso County |
| Dtorm： | 100－Year

Project Name：Grandview Subdivision PDR Project No．：HRG01
Calculated By：TJE
Checked By：BAS
Date： $12 / 10 / 21$

| STREET |  | DIRECT RUNOFF |  |  |  |  |  |  | TOTAL RUNOFF |  |  |  | STREET |  | PIPE |  |  | TRAVEL TIME |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{aligned} & \text { 寿 } \\ & \text { 品 } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 氐 } \\ & \text { 毕 } \\ & \hline \end{aligned}$ |  |  | $\begin{gathered} \frac{\hat{y}}{4} \\ \frac{4}{4} \\ \hline \end{gathered}$ | $\frac{\hat{E}}{\underline{E}}$ | $\begin{aligned} & \frac{\hat{\pi}}{3} \\ & \hline 0 \\ & \hline \end{aligned}$ |  |  | E. | $\begin{aligned} & \frac{\pi}{6} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { ®o } \\ & \stackrel{0}{0} \\ & \stackrel{\rightharpoonup}{0} \\ & \hline \end{aligned}$ |  |  | $\begin{aligned} & \text { 厄i } \\ & \frac{0}{0} \\ & \frac{0}{0} \\ & \hline \end{aligned}$ |  |  |  | 会 | REMARKS |
|  | 17b | C－1 | 3.90 | 0.59 | 15.2 | 2.30 | 6.12 | 14.1 |  |  |  | 14.1 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R（2．5 cfs bypass to DP 17e） |
|  |  | C－2 | 0.96 | 0.59 | 12.6 | 0.57 | 6.65 | 3.8 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 17a | C－3 | 4.07 | 0.59 | 14.8 | 2.40 | 6.21 | 14.9 | 14.8 | 2.97 | 6.21 | 18.4 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R（5．1 cfs bypass to DP 17c） |
|  | 17c | C－4 | 3.80 | 0.59 | 14.8 | 2.24 | 6.21 | 13.9 |  |  |  | 19.0 |  |  |  |  |  |  |  |  | Receives 5.1 cfs of Bypass from DP 17a <br> On－Grade 15＇CDOT Type R（ 5.4 cfs bypass to DP 17 d ） |
|  | 17d | C－5 | 3.19 | 0.59 | 13.1 | 1.88 | 6.54 | 12.3 |  |  |  | 17.7 |  |  |  |  |  |  |  |  | Recieves 5.4 cfs of Bypass from DP 17 c <br> On－Grade $15^{\prime}$ CDOT Type R（ 4.5 cfs bypass to DP 17 g ） |
|  | 17 e | C－6 | 2.99 | 0.59 | 15.8 | 1.76 | 6.02 | 10.6 |  |  |  | 13.1 |  |  |  |  |  |  |  |  | Receives 2.5 cfs bypass from DP 17b On－Grade 15＇CDOT Type R（ 2.0 cfs bypass to DP 17 g ） |
|  | 17 f | C－8 | 2.82 | 0.59 | 12.9 | 1.66 | 6.59 | 10.9 |  |  |  | 10.9 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R（1．3 cfs bypass to DP 17g） |
|  | 17g | C－9 | 5.96 | 0.59 | 17.5 | 3.52 | 5.73 | 20.2 |  |  |  | 28.0 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R（Receives 7.8 cfs of upstream bypass） |
|  | 18a | C－7 | 5.48 | 0.59 | 15.8 | 3.23 | 6.02 | 19.4 |  |  |  | 19.4 |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R（ 5.5 cff bypass to DP 18b） |
|  | 18 b | C－10 | 3.67 | 0.59 | 14.7 | 2.17 | 6.21 | 13.5 |  |  |  | 19.0 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R（Receives 5.5 cfs of upstream bypass） |
|  | 19 | C－11 | 0.50 | 0.59 | 6.6 | 0.30 | 8.43 | 2.5 |  |  |  | 2.5 |  |  |  |  |  |  |  |  | Sump $5^{\prime}$ CDOT Type R（Receives 0.0 cfs of upstream bypass） |
|  | 20 | C－12 | 1.61 | 0.59 | 12.2 | 0.95 | 6.73 | 6.4 |  |  |  | 6.4 |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R（Receives 0.0 cfs of upstream bypass） |
|  | 21a | C－13 | 2.46 | 0.36 | 13.2 | 0.89 | 6.52 | 5.8 | 17.5 | 23.87 | 5.73 | 136.8 |  |  |  |  |  |  |  |  | Total combined flows to Pond C |
|  | 21 b | C－14 | 1.52 | 0.36 | 11.7 | 0.55 | 6.87 | 3.8 |  |  |  |  |  |  |  |  |  |  |  |  | Un－developed area－Sheet flows to MS 2 |
|  | 22 | D－1 | 2.46 | 0.59 | 6.9 | 1.45 | 8.30 | 12.0 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 23 | D－2 | 0.75 | 0.59 | ${ }^{8.8}$ | 0.44 | 7.67 | 3.4 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 5＇CDOT Type R Inlet |
|  | 24 | D－3 | 4.76 | 0.59 | 10.8 | 2.81 | 7.08 | 19.9 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 25 | D－4 | 4.74 | 0.59 | 11.2 | 2.80 | 6.98 | 19.5 |  |  |  |  |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet |
|  | 26 | D－5 | 0.71 | 0.36 | 8.3 | 0.26 | 7.81 | 2.0 | 11.2 | 7.76 | 6.98 | 54.2 |  |  |  |  |  |  |  |  | Total of flows to Pond D |
|  |  | D－6 | 1.00 | 0.36 | 11.7 | 0.36 | 6.87 | 2.5 |  |  |  |  |  |  |  |  |  |  |  |  | Un－developed area－Sheet flows to MS |
|  | 27 | E－1 | 5.06 | 0.59 | 16.6 | 2.99 | 5.88 | 17.6 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（4．4 cfs bypass to DP 29） |
|  | 28 | E－2 | 3.63 | 0.59 | 6.8 | 2.14 | 8.35 | 17.9 |  |  |  |  |  |  |  |  |  |  |  |  | On－Grade 15＇CDOT Type R Inlet（4．6 cfs bypass to DP 29） |
|  | 29 | E－3 | 2.97 | 0.59 | 16.0 | 1.75 | 5.98 | 10.5 |  |  |  | 19.5 |  |  |  |  |  |  |  |  | Sump 15＇CDOT Type R Inlet（Receives 9.0 cfs of upstream bypass） |
|  | 30 | E－4 | 6.86 | 0.59 | 18.3 | 4.05 | 5.60 | 22.7 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 31 | E－5 | 0.74 | 0.36 | 9.8 | 0.27 | 7.37 | 2.0 | 18.3 | 11.20 | 5.60 | 62.7 |  |  |  |  |  |  |  |  | Total of flows to Pond E |
|  |  | E－6 | 0.95 | 0.36 | 12.6 | 0.34 | 6.66 | 2.3 |  |  |  |  |  |  |  |  |  |  |  |  | Un－developed area－Sheet flows to MS |

## APPENDIX D

## Hydraulic Computations

MHFD-Inlet, Version 5.01 (April 2021)

## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin A-2a (DP2a)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )


Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020)

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


Maximum Capacity for $1 / 2$ Street based On Allowable Spread Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(d_{C}-\left(W * S_{x} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth


Theoretical Water Spread
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T-W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{X} \text { TH }}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(Q_{d}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $d \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)

MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

|  | Minor Storm | Major Storm |  |
| :---: | :---: | :---: | :---: |
| $\mathrm{T}_{\text {TH }}=$ | 18.7 | 27.0 | ft |
| $\mathrm{T}_{\mathrm{XTH}}=$ | 16.7 | 25.0 | ft |
| $\mathrm{E}_{\mathrm{O}}=$ | 0.318 | 0.216 |  |
| $\mathrm{Qx}_{\text {TH }}=$ | 14.9 | 43.7 | cfs |
| $\mathrm{Q}_{\mathrm{x}}=$ | 14.8 | 39.9 | cfs |
| $\mathrm{Q}_{\mathrm{w}}=$ | 6.9 | 12.1 | cfs |
| $\mathrm{Q}_{\text {BACK }}=$ | 0.0 | 2.9 | cfs |
| Q = | 21.7 | 54.9 | cfs |
| $\mathrm{V}=$ | 8.3 | 10.3 | fps |
| V * $\mathrm{d}=$ | 4.1 | 6.9 |  |
| $\mathrm{R}=$ | 0.86 | 0.70 |  |
| $\mathbf{Q}_{\text {d }}=$ | 18.7 | 38.3 | cfs |
| $\mathrm{d}=$ | 5.74 | 7.15 | inches |
| $\mathrm{d}_{\text {CROWN }}=$ | 0.15 | 1.56 | inches |

Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management
Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

## INLET ON A CONTINUOUS GRADE

MHFD-Inlet, Version 5.01 (April 2021)


| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}} \mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 8.1 | 18.9 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 12.5 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.5 | 5.8 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.2 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.475 | 0.337 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 4.3 | 12.5 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.9 | 6.4 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.58 | 0.79 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 6.6 | 8.0 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.5 | 8.8 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef = | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathrm{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.109 | 0.083 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 16.54 | 28.87 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 15.00 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 8.0 | 13.8 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 8.0 | 13.7 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathrm{Q}_{\mathrm{b}}=$ | 0.1 | 5.2 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 8.0 | 13.7 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | 0.1 | 5.2 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | $\mathrm{C} \%=$ | 98 | 73 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin A-2b (DP2b)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | S | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 5.1 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 9.0 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 8.6 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 27.1 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 25.9 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 14.5 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 13.9 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 8.6 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 15.0 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.26 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.48 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.73 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 8.6 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 8.4 | 21.8 | cfs |

## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin A-3 (DP3)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| $\sqrt{\text { Design Information (Input) }} \backslash$ CDOT Type R Curb Opening | Type = | MINOR | $\overline{\text { MAJOR }}$ |  |
| :---: | :---: | :---: | :---: | :---: |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No $=$ | 1 | 1 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 5.6 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{C}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.00 | 1.00 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.10 | 0.10 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | 2.6 | 5.1 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 2.3 | 4.6 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | 8.3 | 9.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 7.5 | 8.5 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 4.3 | 6.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 3.9 | 5.8 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 2.3 | 4.6 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 5.00 | 5.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 17.0 |  |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.0 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.30 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Combination }}=$ | 0.55 | 0.72 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RF curb $^{\text {a }}$ | 1.00 | 1.00 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $R F_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathrm{a}}=$ | 2.3 | 4.6 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 1.6 | 3.0 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin A-4a (DP4a)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W$ ( $\mathrm{Q}_{\mathrm{T}}-\mathrm{Q}_{\mathrm{X}}$ )
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth


| Maximum Capacity for $1 / 2$ |
| :--- |
| Theoretical Water Spread |

Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(Q_{d}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion
Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'
Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

## INLET ON A CONTINUOUS GRADE

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| Desian Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 2 | 2 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 9.4 | 21.8 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 13.3 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.7 | 6.0 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {CROWN }}=$ | 0.0 | 0.4 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.447 | 0.318 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 5.2 | 14.9 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 4.2 | 6.9 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.62 | 0.84 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 6.8 | 8.3 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.7 | 9.0 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.104 | 0.080 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 18.25 | 31.68 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\top}$ ) | L | 10.00 | 10.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 7.1 | 10.8 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef $=$ | 1.25 | 1.25 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.06 | 0.06 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 9.37 | 9.37 | ft |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | 7.0 | 10.5 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {bigrate) }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathbf{Q}_{\mathrm{b}}=$ | 2.4 | 11.3 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 7.0 | 10.5 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | 2.4 | 11.3 | cfs |
| Capture Percentage $=\mathrm{Q}_{2} / \mathrm{Q}_{0}=$ | C\% $=$ | 74 | 48 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin A-4b (DP4b)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W$ ( $\mathrm{Q}_{\mathrm{T}}-\mathrm{Q}_{\mathrm{X}}$ )
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

| Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |
| :--- | :--- |
| Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 2 | 2 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}} \mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 6.7 | 15.6 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 11.5 | 16.4 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.3 | 5.4 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.0 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.513 | 0.364 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 3.3 | 9.9 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.4 | 5.7 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.54 | 0.74 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 6.3 | 7.7 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.3 | 8.4 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef = | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathrm{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.116 | 0.088 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 14.59 | 25.47 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 10.00 | 10.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 5.9 | 9.2 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef = | 1.25 | 1.25 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.06 | 0.06 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 9.37 | 9.37 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 5.8 | 9.0 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathrm{Q}_{\mathrm{b}}=$ | 0.9 | 6.6 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 5.8 | 9.0 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | 0.9 | 6.6 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | $\mathrm{C} \%=$ | 86 | 58 | \% |

## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 5.1 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 4.9 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 24.9 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 23.8 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 10.5 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 10.0 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 4.9 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.40 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.66 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 4.9 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 3.3 | 17.9 | cfs |

## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin A-5 (DP5)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Openin |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 1 | 1 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 5.6 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.00 | 1.00 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.10 | 0.10 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 2.6 | 5.1 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 2.3 | 4.6 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 8.3 | 9.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 7.5 | 8.5 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 4.3 | 6.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 3.9 | 5.8 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 2.3 | 4.6 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 5.00 | 5.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 17.0 |  |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.0 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.30 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.55 | 0.72 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 1.00 | 1.00 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 2.3 | 4.6 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 1.6 | 3.0 | cfs |

## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin A-6 (DP6)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.4 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 5.6 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 5.4 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 25.3 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 24.2 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 11.1 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 10.6 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 5.4 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 12.0 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.20 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.42 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.67 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 5.4 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 4.9 | 11.5 | cfs |

## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin A-7 (DP7)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Openin |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 1 | 1 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.00 | 1.00 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.10 | 0.10 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 2.6 | 11.0 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 2.3 | 9.9 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 8.3 | 11.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 7.5 | 10.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 4.3 | 10.3 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 3.9 | 9.3 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 2.3 | 9.3 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 5.00 | 5.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.55 | 1.00 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 1.00 | 1.00 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 2.3 | 9.3 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 2.3 | 8.4 | cfs |

## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Openin |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 4 | 4 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.9 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.33 | 1.33 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.03 | 0.03 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 10.3 | 39.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 10.0 | 37.9 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 35.4 | 44.8 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 34.2 | 43.3 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 17.8 | 38.9 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 17.2 | 37.6 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 10.0 | 37.6 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 20.00 | 20.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 14.0 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.24 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.46 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.71 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 10.0 | 37.6 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 9.3 | 21.6 | cfs |

## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Openin |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 2 | 2 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.25 | 1.25 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.06 | 0.06 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 4.2 | 21.9 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 3.9 | 20.6 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 16.6 | 22.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 15.6 | 21.0 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 7.7 | 20.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 7.3 | 19.3 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 3.9 | 19.3 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 10.00 | 10.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.40 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.81 | 1.00 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 3.9 | 19.3 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 3.0 | 6.9 | cfs |

## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-1 (DP 9)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.8 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 7.2 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 6.9 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 26.2 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 25.1 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 12.8 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 12.2 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 6.9 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 13.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.23 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.45 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.70 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 6.9 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 6.8 | 15.8 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-2 (DP 10a)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W$ ( $\mathrm{Q}_{\mathrm{T}}-\mathrm{Q}_{\mathrm{X}}$ )
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

| Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |
| :--- | :--- |
| Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 6.5 | 15.2 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 11.9 | 16.9 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.4 | 5.6 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {CROWN }}=$ | 0.0 | 0.0 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.496 | 0.352 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 3.3 | 9.9 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.2 | 5.3 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.56 | 0.76 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 5.8 | 7.0 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.4 | 8.6 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.113 | 0.086 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 14.36 | 25.12 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 14.36 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 6.5 | 12.2 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef $=$ | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog $=$ | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 6.5 | 12.1 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 3.1 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 6.5 | 12.1 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 3.1 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | C\% $=$ | 100 | 80 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-3 (DP 10b)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020)

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section $W$, carried in Section $T_{X}$
Discharge within the Gutter Section $W$ ( $\mathrm{Q}_{\mathrm{T}}-\mathrm{Q}_{\mathrm{X}}$ )
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\text {XTH }}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.5 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {trroat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{C}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0 \mathrm{i}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog = | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 6.1 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 5.8 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0 \mathrm{i}}=$ | 25.6 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 24.5 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 11.6 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 11.1 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 5.8 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 12.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.21 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Combination }}=$ | 0.43 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFCurb $=$ | 0.68 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 5.8 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms( PQ PEAK) $^{\text {a }}$ | $\mathrm{Q}_{\text {peak required }}=$ | 5.6 | 16.1 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-4 (DP 11)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) ${ }^{\text {The }}$ / CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet - | Type = | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 2 | 2 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 5.6 | inches |
| Grate Information |  | MINOR | MAJOR | $\Gamma$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{C}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.25 | 1.25 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.06 | 0.06 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | 4.2 | 9.3 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 3.9 | 8.7 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | 16.6 | 18.9 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 15.6 | 17.7 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 7.7 | 12.3 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 7.3 | 11.5 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 3.9 | 8.7 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 10.00 | 10.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 17.0 |  |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.0 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.30 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Combination }}=$ | 0.40 | 0.53 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RF curb $^{\text {a }}$ | 0.81 | 0.91 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $R F_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathrm{a}}=$ | 3.9 | 8.7 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms( $>$ Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 3.1 | 6.0 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-5 (DP 12a)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{\mathrm{T}}-\mathrm{Q}_{\mathrm{X}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

| Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |
| :--- | :--- |
| Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}} \mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 8.2 | 19.2 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 13.1 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.7 | 6.0 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.4 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.452 | 0.320 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 4.5 | 13.1 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.7 | 6.1 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.61 | 0.83 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 6.1 | 7.4 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.7 | 9.0 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef = | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathrm{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.105 | 0.080 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 16.74 | 29.25 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 15.00 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 8.1 | 13.9 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 8.0 | 13.8 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathrm{Q}_{\mathrm{b}}=$ | 0.2 | 5.4 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 8.0 | 13.8 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | 0.2 | 5.4 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | $\mathrm{C} \%=$ | 98 | 72 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-6 (DP 14)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{X}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Spread Criterion
Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'
Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 2 | 2 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 3.7 | 8.6 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 9.2 | 13.4 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 3.7 | 4.7 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {CROWN }}=$ | 0.0 | 0.0 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.619 | 0.444 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 1.4 | 4.8 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 2.3 | 3.8 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.45 | 0.62 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 5.0 | 6.1 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 6.7 | 7.7 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.136 | 0.103 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 9.90 | 17.27 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 9.90 | 10.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 3.7 | 6.8 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef $=$ | 1.25 | 1.25 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog $=$ | 0.06 | 0.06 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 9.37 | 9.37 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 3.7 | 6.6 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 2.0 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 3.7 | 6.6 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 2.0 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | C\% $=$ | 100 | 77 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-7 (DP 15)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{X}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth


Maximum Capacity for 1
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion
Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'
Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 2 | 2 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 3.4 | 7.9 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 8.9 | 12.9 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 3.6 | 4.6 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {CROWN }}=$ | 0.0 | 0.0 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.639 | 0.459 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 1.2 | 4.3 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 2.2 | 3.6 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.44 | 0.60 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 4.9 | 6.0 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 6.6 | 7.6 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.140 | 0.106 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 9.36 | 16.33 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 9.36 | 10.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 3.4 | 6.5 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef $=$ | 1.25 | 1.25 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog $=$ | 0.06 | 0.06 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 9.37 | 9.37 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 3.4 | 6.3 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 1.6 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 3.4 | 6.3 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 1.6 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | C\% $=$ | 100 | 80 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-8 (DP 12b)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| $\sqrt{\text { Design Information (Input) }} \backslash$ CDOT Type R Curb Opening | Type = | MINOR | $\overline{\text { MAJOR }}$ |  |
| :---: | :---: | :---: | :---: | :---: |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.6 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{C}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | 6.6 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 6.3 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | 25.9 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 24.8 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 12.2 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 11.6 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 6.3 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 13.0 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.22 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Combination }}=$ | 0.44 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RF curb $^{\text {a }}$ | 0.69 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $R F_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathrm{a}}=$ | 6.3 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 5.6 | 21.7 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin B-9 (DP 13)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| $\sqrt{\text { Design Information (Input) }} \backslash$ CDOT Type R Curb Opening | Type = | MINOR | $\overline{\text { MAJOR }}$ |  |
| :---: | :---: | :---: | :---: | :---: |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{C}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | 5.1 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 4.9 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | 24.9 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 23.8 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 10.5 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 10.0 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 4.9 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Combination }}=$ | 0.40 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RF curb $^{\text {a }}$ | 0.66 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $R F_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathrm{a}}=$ | 4.9 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {Peak required }}=$ | 4.7 | 11.1 | cfs |

## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-1 (DP 17b)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{X}}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{X}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(Q_{d}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

| Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |
| :--- | :--- |
| Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 6.1 | 14.1 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 11.0 | 15.7 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.2 | 5.3 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {CROWN }}=$ | 0.0 | 0.0 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.532 | 0.380 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 2.9 | 8.8 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.2 | 5.4 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.53 | 0.71 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 6.2 | 7.5 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.2 | 8.3 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.120 | 0.091 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 13.71 | 23.84 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 13.71 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 6.1 | 11.7 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef $=$ | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog $=$ | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 6.1 | 11.6 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 2.5 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 6.1 | 11.6 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 2.5 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | C\% $=$ | 100 | 82 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-2 (DP 17a)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(d_{C}-\left(W * S_{x} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section $W$, carried in Section $T_{X}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

| Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |
| :--- | :--- |
| Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}} \mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 8.0 | 18.7 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 12.4 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.5 | 5.7 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.1 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.477 | 0.338 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 4.2 | 12.4 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.8 | 6.3 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.58 | 0.79 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 6.6 | 8.0 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.5 | 8.7 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef = | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathrm{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.110 | 0.084 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 16.40 | 28.67 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 15.00 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 7.9 | 13.8 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 7.9 | 13.6 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathrm{Q}_{\mathrm{b}}=$ | 0.1 | 5.1 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 7.9 | 13.6 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | 0.1 | 5.1 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | $\mathrm{C} \%=$ | 98 | 73 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-4 (DP 17c)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{X}}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{X}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth


Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion
Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'
Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 6.0 | 19.0 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 11.5 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.3 | 6.0 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {CROWN }}=$ | 0.0 | 0.4 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.512 | 0.321 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 2.9 | 12.9 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.1 | 6.1 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.54 | 0.83 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 5.7 | 7.4 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.3 | 9.0 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.116 | 0.080 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 13.62 | 29.05 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 13.62 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 6.0 | 13.9 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef $=$ | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog $=$ | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 6.0 | 13.7 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 5.3 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 6.0 | 13.7 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 5.3 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | C\% $=$ | 100 | 72 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-5 (DP 17d)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020)

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{X}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth


Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\text {XTH }}$
Actual Discharge outside the Gutter Section W, (limited by distance $\mathrm{T}_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion


Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'
Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}} \mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 5.3 | 17.7 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 11.6 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.3 | 6.1 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.5 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.508 | 0.312 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 2.6 | 12.2 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 2.7 | 5.5 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.55 | 0.85 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 4.9 | 6.5 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.3 | 9.1 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef = | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathrm{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.116 | 0.079 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 12.61 | 27.83 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 12.61 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 5.3 | 13.3 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 5.3 | 13.2 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathrm{Q}_{\mathrm{b}}=$ | 0.0 | 4.5 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 5.3 | 13.2 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | 0.0 | 4.5 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | $\mathrm{C} \%=$ | 100 | 74 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-6 (DP 17e)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{X}}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{X}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

| Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |
| :--- | :--- |
| Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}} \mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 4.6 | 13.1 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 10.9 | 16.9 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.1 | 5.6 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.0 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.538 | 0.353 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 2.1 | 8.5 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 2.5 | 4.6 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.52 | 0.76 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 4.8 | 6.1 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.1 | 8.6 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef = | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathrm{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.121 | 0.086 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 11.48 | 22.88 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 11.48 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 4.6 | 11.2 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 4.6 | 11.1 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathrm{Q}_{\mathrm{b}}=$ | 0.0 | 2.0 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 4.6 | 11.1 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | 0.0 | 2.0 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | $\mathrm{C} \%=$ | 100 | 85 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-8 (DP 17f)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(d_{C}-\left(W * S_{x} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

| Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |
| :--- | :--- |
| Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 5.0 | 11.5 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 10.4 | 14.8 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.0 | 5.1 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {CROWN }}=$ | 0.0 | 0.0 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.561 | 0.402 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 2.2 | 6.9 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 2.8 | 4.6 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.50 | 0.68 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 5.6 | 6.8 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.0 | 8.1 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{O}_{0}-\mathrm{O}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{O}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.125 | 0.096 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 12.05 | 20.89 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 12.05 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 5.0 | 10.3 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef $=$ | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog $=$ | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 5.0 | 10.2 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 1.3 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 5.0 | 10.2 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | 0.0 | 1.3 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | C\% $=$ | 100 | 89 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-9 (DP 17g)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020)

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section $W$, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{X}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\text {XTH }}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 6.0 | 10.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 14.1 | 49.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 13.5 | 47.0 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 29.3 | 37.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 28.0 | 35.8 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 18.9 | 39.9 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 18.1 | 38.1 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 13.5 | 35.8 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 20.6 | 39.1 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.8 | 4.8 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.33 | 0.67 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.57 | 0.94 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.79 | 0.97 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 13.5 | 35.8 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms( PO PEAK) $^{\text {a }}$ | $\mathrm{Q}_{\text {peak required }}=$ | 8.6 | 28.0 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-7 (DP 18a)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


## Maximum Capacity for 1/2 Street based On Allowable Spread

 Water Depth without Gutter Depression (Eq. ST-2)Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W$ ( $\mathrm{Q}_{\mathrm{T}}-\mathrm{Q}_{\mathrm{X}}$ )
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion

| Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |
| :--- | :--- |
| Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management' |

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}} \mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 8.3 | 19.4 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 12.9 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.6 | 5.9 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.3 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.459 | 0.325 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 4.5 | 13.1 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.8 | 6.3 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.60 | 0.82 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 6.3 | 7.7 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.6 | 8.9 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef = | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathrm{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{O}_{0}-\mathrm{O}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{O}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.106 | 0.081 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 16.85 | 29.42 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 15.00 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 8.1 | 14.0 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 8.1 | 13.9 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathrm{Q}_{\mathrm{b}}=$ | 0.2 | 5.5 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 8.1 | 13.9 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | 0.2 | 5.5 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | $\mathrm{C} \%=$ | 98 | 72 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-10 (DP 18b)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| $\sqrt{\text { Design Information (Input) }} \backslash$ CDOT Type R Curb Opening | Type = | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 6.0 | 10.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value $0.60-0.80$ ) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\mathrm{ma}}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef $=$ | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | $\mathrm{Clog}=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 14.1 | 49.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 13.5 | 47.0 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | 29.3 | 37.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 28.0 | 35.8 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 18.9 | 39.9 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 18.1 | 38.1 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 13.5 | 35.8 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T | 18.7 | 35.4 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.4 | 4.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {Curb }}=$ | 0.33 | 0.67 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.57 | 0.94 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RF curb $=$ | 0.79 | 0.97 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q a}_{\mathbf{a}}=$ | 13.5 | 35.8 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 6.0 | 19.0 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-11 (DP 19)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Openin |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 1 | 1 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 5.6 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.00 | 1.00 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.10 | 0.10 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 2.6 | 5.1 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 2.3 | 4.6 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 8.3 | 9.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 7.5 | 8.5 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 4.3 | 6.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 3.9 | 5.8 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 2.3 | 4.6 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 5.00 | 5.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 17.0 |  |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.0 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.30 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.55 | 0.72 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 1.00 | 1.00 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 2.3 | 4.6 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 0.9 | 2.5 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin C-12 (DP 20)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 1 | 1 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 5.0 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.00 | 1.00 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.10 | 0.10 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 3.9 | 11.0 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 3.5 | 9.9 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 8.9 | 11.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 8.1 | 10.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 5.5 | 10.3 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 4.9 | 9.3 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 3.5 | 9.3 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 5.00 | 5.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 14.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.25 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.64 | 1.00 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 1.00 | 1.00 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 3.5 | 9.3 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 3.0 | 6.8 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin D-1 (DP 22)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.5 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {trroat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{C}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0 \mathrm{i}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog = | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 6.0 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 5.8 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0 \mathrm{i}}=$ | 25.6 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 24.4 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 11.6 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 11.0 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 5.8 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 12.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.21 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Combination }}=$ | 0.42 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFCurb $=$ | 0.68 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 5.8 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms( PQ PEAK) $^{\text {a }}$ | $\mathrm{Q}_{\text {peak required }}=$ | 5.2 | 12.0 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin D-2 (DP 23)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 1 | 1 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.5 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.00 | 1.00 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.10 | 0.10 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 3.0 | 11.0 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 2.7 | 9.9 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 8.5 | 11.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 7.7 | 10.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 4.7 | 10.3 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 4.2 | 9.3 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 2.7 | 9.3 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 5.00 | 5.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 12.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.21 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.58 | 1.00 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 1.00 | 1.00 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 2.7 | 9.3 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 1.5 | 3.4 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin D-3 (DP 24)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | S | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 5.1 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $Q_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 8.9 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 8.5 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 27.1 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 25.9 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 14.4 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 13.8 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {curb }}=$ | 8.5 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 15.0 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.26 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.48 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.73 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 8.5 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 8.5 | 19.9 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin D-4 (DP 25)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | S | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 5.1 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 8.9 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 8.5 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 27.1 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 25.9 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 14.4 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 13.8 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 8.5 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 15.0 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.26 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.48 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.73 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 8.5 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 8.3 | 19.5 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin E-1 (DP 27)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section $W$, carried in Section $\mathrm{T}_{\mathrm{X}}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{X}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth


| Maximum Capacity for 1 |
| :--- |
| Theoretical Water Spread |

Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion
Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'
Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{f}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}} \mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 7.5 | 17.6 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 12.7 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.6 | 5.8 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 0.2 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.469 | 0.331 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 4.0 | 11.8 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.5 | 5.8 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.59 | 0.80 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 5.9 | 7.3 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {LOCAL }}=$ | 7.6 | 8.8 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef = | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathrm{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.108 | 0.082 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 15.78 | 27.64 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 15.00 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 7.5 | 13.3 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog = | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 7.4 | 13.2 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathrm{Q}_{\mathrm{b}}=$ | 0.1 | 4.4 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 7.4 | 13.2 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathrm{Q}_{\mathrm{b}}=$ | 0.1 | 4.4 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | $\mathrm{C} \%=$ | 99 | 75 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin E-2 (DP 28)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Allow Flow Depth at Street Crown (check box for yes, leave blank for no)


Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression ( $\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)$ )
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section W $\left(\mathrm{Q}_{T}-\mathrm{Q}_{\mathrm{X}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth


| Maximum Capacity for 1 |
| :--- |
| Theoretical Water Spread |

Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section W $\left(\mathrm{Q}_{d}-\mathrm{Q}_{\mathrm{x}}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Spread Criterion
MAJOR STORM Allowable Capacity is based on Depth Criterion
Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'
Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

## INLET ON A CONTINUOUS GRADE

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| Desiqn Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening - | Type $=$ | CDOT Typ | Opening |  |
| Local Depression (additional to continuous gutter depression 'a') | $\mathrm{a}_{\text {LOCAL }}=$ | 3.0 | 3.0 | inches |
| Total Number of Units in the Inlet (Grate or Curb Opening) | No = | 3 | 3 |  |
| Length of a Single Unit Inlet (Grate or Curb Opening) | $\mathrm{L}_{0}=$ | 5.00 | 5.00 | ft |
| Width of a Unit Grate (cannot be greater than W, Gutter Width) | $\mathrm{W}_{\mathrm{o}}=$ | N/A | N/A | ft |
| Clogging Factor for a Single Unit Grate (typical min. value $=0.5$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{G}=$ | N/A | N/A |  |
| Clogging Factor for a Single Unit Curb Opening (typical min. value $=0.1$ ) | $\mathrm{C}_{\mathrm{F}}-\mathrm{C}=$ | 0.10 | 0.10 |  |
| Street Hydraulics: OK - 0 < Allowable Street Capacity' |  | MINOR | MAJOR |  |
| Design Discharge for Half of Street (from Inlet Management) | $\mathrm{Q}_{0}=$ | 7.6 | 17.9 | cfs |
| Water Spread Width | $\mathrm{T}=$ | 12.7 | 17.0 | ft |
| Water Depth at Flowline (outside of local depression) | $\mathrm{d}=$ | 4.6 | 5.9 | inches |
| Water Depth at Street Crown (or at $\mathrm{T}_{\text {max }}$ ) | $\mathrm{d}_{\text {CROWN }}=$ | 0.0 | 0.3 | inches |
| Ratio of Gutter Flow to Design Flow | $\mathrm{E}_{0}=$ | 0.466 | 0.329 |  |
| Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{x}}$ | $\mathrm{Q}_{\mathrm{x}}=$ | 4.1 | 12.0 | cfs |
| Discharge within the Gutter Section W | $\mathrm{Q}_{\mathrm{w}}=$ | 3.5 | 5.9 | cfs |
| Discharge Behind the Curb Face | $\mathrm{Q}_{\text {back }}=$ | 0.0 | 0.0 | cfs |
| Flow Area within the Gutter Section W | $\mathrm{A}_{\mathrm{w}}=$ | 0.59 | 0.81 | sq ft |
| Velocity within the Gutter Section W | $\mathrm{V}_{\mathrm{w}}=$ | 6.0 | 7.3 | fps |
| Water Depth for Design Condition | $\mathrm{d}_{\text {IOCAL }}=$ | 7.6 | 8.9 | inches |
| Grate Analysis (Calculated) |  | MINOR | MAJOR |  |
| Total Length of Inlet Grate Opening | $\mathrm{L}=$ | N/A | N/A | ft |
| Ratio of Grate Flow to Design Flow | $\mathrm{E}_{0 \text {-GRATE }}=$ | N/A | N/A |  |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | N/A | N/A | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple-unit Grate Inlet | GrateCoef $=$ | N/A | N/A |  |
| Clogging Factor for Multiple-unit Grate Inlet | GrateClog = | N/A | N/A |  |
| Effective (unclogged) Length of Multiple-unit Grate Inlet | $\mathrm{L}_{\mathrm{e}}=$ | N/A | N/A | ft |
| Minimum Velocity Where Grate Splash-Over Begins | $\mathrm{V}_{\mathrm{o}}=$ | N/A | N/A | fps |
| Interception Rate of Frontal Flow | $\mathrm{R}_{\mathrm{f}}=$ | N/A | N/A |  |
| Interception Rate of Side Flow | $\mathrm{R}_{\mathrm{x}}=$ | N/A | N/A |  |
| Actual Interception Capacity | $\mathbf{Q}_{\mathbf{a}}=$ | N/A | N/A | cfs |
| Carry-Over Flow $=\mathrm{Q}_{0}-\mathrm{Q}_{\text {a }}$ (to be applied to curb opening or next d/s inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | N/A | N/A | cfs |
| Curb or Slotted Inlet Opening Analysis (Calculated) |  | MINOR | MAJOR |  |
| Equivalent Slope $\mathrm{S}_{\mathrm{e}}$ (based on grate carry-over) | $\mathrm{S}_{\mathrm{e}}=$ | 0.108 | 0.082 | $\mathrm{ft} / \mathrm{ft}$ |
| Required Length $\mathrm{L}_{T}$ to Have 100\% Interception | $\mathrm{L}_{T}=$ | 15.92 | 27.95 | ft |
| Under No-Clogging Condition |  | MINOR | MAJOR |  |
| Effective Length of Curb Opening or Slotted Inlet (minimum of $\mathrm{L}, \mathrm{L}_{\mathrm{T}}$ ) | $\mathrm{L}=$ | 15.00 | 15.00 | ft |
| Interception Capacity | $\mathrm{Q}_{\mathrm{i}}=$ | 7.6 | 13.4 | cfs |
| Under Clogging Condition |  | MINOR | MAJOR |  |
| Clogging Coefficient | CurbCoef $=$ | 1.31 | 1.31 |  |
| Clogging Factor for Multiple-unit Curb Opening or Slotted Inlet | CurbClog $=$ | 0.04 | 0.04 |  |
| Effective (Unclogged) Length | $\mathrm{L}_{\mathrm{e}}=$ | 14.34 | 14.34 | ft |
| Actual Interception Capacity | $\mathrm{Q}_{\mathrm{a}}=$ | 7.5 | 13.3 | cfs |
| Carry-Over Flow $=\mathrm{Q}_{\text {b(grate }}-\mathrm{Q}_{\mathrm{a}}$ | $\mathbf{Q}_{\mathrm{b}}=$ | 0.1 | 4.6 | cfs |
| Summary |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity | Q = | 7.5 | 13.3 | cfs |
| Total Inlet Carry-Over Flow (flow bypassing inlet) | $\mathbf{Q}_{\mathrm{b}}=$ | 0.1 | 4.6 | cfs |
| Capture Percentage $=\mathrm{Q}_{3} / \mathrm{Q}_{0}=$ | C\% $=$ | 99 | 74 | \% |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin E-3 (DP 29)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet ${ }_{\text {l }}$ | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 4.3 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {throat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{Cf}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{oi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog $=$ | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 5.1 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 4.9 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0}=$ | 24.9 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 23.8 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 10.5 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 10.0 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 4.9 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 11.5 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.19 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.40 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFcurb $=$ | 0.66 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 4.9 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK) | $\mathrm{Q}_{\text {peak required }}=$ | 4.7 | 19.5 | cfs |

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## ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor \& Major Storm)

 (Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)Project: Grandview Reserve
Inlet ID: Basin E-4 (DP 30)


Gutter Geometry:
Maximum Allowable Width for Spread Behind Curb
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
Manning's Roughness Behind Curb (typically between 0.012 and 0.020 )
Height of Curb at Gutter Flow Line
Distance from Curb Face to Street Crown
Gutter Width
Street Transverse Slope
Gutter Cross Slope (typically 2 inches over 24 inches or $0.083 \mathrm{ft} / \mathrm{ft}$ )
Street Longitudinal Slope - Enter 0 for sump condition
Manning's Roughness for Street Section (typically between 0.012 and 0.020 )

Max. Allowable Spread for Minor \& Major Storm
Max. Allowable Depth at Gutter Flowline for Minor \& Major Storm Check boxes are not applicable in SUMP conditions

Maximum Capacity for $1 / 2$ Street based On Allowable Spread
Water Depth without Gutter Depression (Eq. ST-2)
Vertical Depth between Gutter Lip and Gutter Flowline (usually 2")
Gutter Depression $\left(\mathrm{d}_{\mathrm{C}}-\left(\mathrm{W} * \mathrm{~S}_{\mathrm{x}} * 12\right)\right)$
Water Depth at Gutter Flowline
Allowable Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Discharge outside the Gutter Section W, carried in Section $T_{X}$
Discharge within the Gutter Section $W\left(Q_{T}-Q_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Maximum Flow Based On Allowable Spread
Flow Velocity within the Gutter Section
V*d Product: Flow Velocity times Gutter Flowline Depth
Maximum Capacity for $1 / 2$ Street based on Allowable Depth
Theoretical Water Spread
Theoretical Spread for Discharge outside the Gutter Section W (T - W)
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. ST-7)
Theoretical Discharge outside the Gutter Section W, carried in Section $\mathrm{T}_{\mathrm{XTH}}$
Actual Discharge outside the Gutter Section W, (limited by distance $T_{\text {CROWN }}$ )
Discharge within the Gutter Section $W\left(\mathrm{Q}_{\mathrm{d}}-\mathrm{Q}_{x}\right)$
Discharge Behind the Curb (e.g., sidewalk, driveways, \& lawns)
Total Discharge for Major \& Minor Storm (Pre-Safety Factor)
Average Flow Velocity Within the Gutter Section
V*d Product: Flow Velocity Times Gutter Flowline Depth
Slope-Based Depth Safety Reduction Factor for Major \& Minor ( $\mathrm{d} \geq 6$ ") Storm
Max Flow Based on Allowable Depth (Safety Factor Applied)
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)
Resultant Flow Depth at Street Crown (Safety Factor Applied)
MINOR STORM Allowable Capacity is based on Depth Criterion MAJOR STORM Allowable Capacity is based on Depth Criterion


## INLET IN A SUMP OR SAG LOCATION <br> MHFD-Inlet, Version 5.01 (April 2021)



| Design Information (Input) CDOT Type R Curb Opening |  | MINOR | MAJOR |  |
| :---: | :---: | :---: | :---: | :---: |
| Type of Inlet CDOT Type R Curb Opening | Type $=$ | CDOT Ty | Opening |  |
| Local Depression (additional to continuous gutter depression 'a' from above) | $\mathrm{a}_{\text {local }}=$ | 3.00 | 3.00 | inches |
| Number of Unit Inlets (Grate or Curb Opening) | No = | 3 | 3 |  |
| Water Depth at Flowline (outside of local depression) | Ponding Depth $=$ | 5.4 | 8.0 | inches |
| Grate Information |  | MINOR | MAJOR | $\sqrt{V}$ Override Depths |
| Length of a Unit Grate | $\mathrm{L}_{0}(\mathrm{G})=$ | N/A | N/A | feet |
| Width of a Unit Grate | $\mathrm{W}_{0}=$ | N/A | N/A | feet |
| Area Opening Ratio for a Grate (typical values 0.15-0.90) | $\mathrm{A}_{\text {ratio }}=$ | N/A | N/A |  |
| Clogging Factor for a Single Grate (typical value 0.50-0.70) | $\mathrm{C}_{\mathrm{f}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Weir Coefficient (typical value 2.15-3.60) | $\mathrm{C}_{\mathrm{w}}(\mathrm{G})=$ | N/A | N/A |  |
| Grate Orifice Coefficient (typical value 0.60-0.80) | $\mathrm{C}_{0}(\mathrm{G})=$ | N/A | N/A |  |
| Curb Opening Information |  | MINOR | MAJOR |  |
| Length of a Unit Curb Opening | $\mathrm{L}_{0}(\mathrm{C})=$ | 5.00 | 5.00 | feet |
| Height of Vertical Curb Opening in Inches | $\mathrm{H}_{\text {vert }}=$ | 6.00 | 6.00 | inches |
| Height of Curb Orifice Throat in Inches | $\mathrm{H}_{\text {trroat }}=$ | 6.00 | 6.00 | inches |
| Angle of Throat (see USDCM Figure ST-5) | Theta $=$ | 63.40 | 63.40 | degrees |
| Side Width for Depression Pan (typically the gutter width of 2 feet) | $\mathrm{W}_{\mathrm{p}}=$ | 2.00 | 2.00 | feet |
| Clogging Factor for a Single Curb Opening (typical value 0.10) | $\mathrm{C}_{\mathrm{f}}(\mathrm{C})=$ | 0.10 | 0.10 |  |
| Curb Opening Weir Coefficient (typical value 2.3-3.7) | $\mathrm{C}_{\mathrm{w}}(\mathrm{C})=$ | 3.60 | 3.60 |  |
| Curb Opening Orifice Coefficient (typical value 0.60-0.70) | $\mathrm{C}_{0}(\mathrm{C})=$ | 0.67 | 0.67 |  |
| Grate Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | N/A | N/A |  |
| Clogging Factor for Multiple Units | Clog $=$ | N/A | N/A |  |
| Grate Capacity as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{wi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | N/A | N/A | cfs |
| Grate Capacity as a Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0 \mathrm{i}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | N/A | N/A | cfs |
| Grate Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | N/A | N/A | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | N/A | N/A | cfs |
| Resulting Grate Capacity (assumes clogged condition) | $\mathbf{Q}_{\text {Grate }}=$ | N/A | N/A | cfs |
| Curb Opening Flow Analysis (Calculated) |  | MINOR | MAJOR |  |
| Clogging Coefficient for Multiple Units | Coef = | 1.31 | 1.31 |  |
| Clogging Factor for Multiple Units | Clog = | 0.04 | 0.04 |  |
| Curb Opening as a Weir (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\text {wi }}=$ | 10.5 | 29.4 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {wa }}=$ | 10.1 | 28.1 | cfs |
| Curb Opening as an Orifice (based on Modified HEC22 Method) |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{0 \mathrm{i}}=$ | 27.8 | 33.6 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {oa }}=$ | 26.6 | 32.1 | cfs |
| Curb Opening Capacity as Mixed Flow |  | MINOR | MAJOR |  |
| Interception without Clogging | $\mathrm{Q}_{\mathrm{mi}}=$ | 15.9 | 29.2 | cfs |
| Interception with Clogging | $\mathrm{Q}_{\text {ma }}=$ | 15.2 | 27.9 | cfs |
| Resulting Curb Opening Capacity (assumes clogged condition) | $Q_{\text {curb }}=$ | 10.1 | 27.9 | cfs |
| Resultant Street Conditions |  | MINOR | MAJOR |  |
| Total Inlet Length | $\mathrm{L}=$ | 15.00 | 15.00 | feet |
| Resultant Street Flow Spread (based on street geometry from above) | T = | 16.2 | 27.0 | ft.>T-Crown |
| Resultant Flow Depth at Street Crown | $\mathrm{d}_{\text {crown }}=$ | 0.0 | 2.4 | inches |
| Low Head Performance Reduction (Calculated) |  | MINOR | MAJOR |  |
| Depth for Grate Midwidth | $\mathrm{d}_{\text {Grate }}=$ | N/A | N/A | ft |
| Depth for Curb Opening Weir Equation | $\mathrm{d}_{\text {curb }}=$ | 0.28 | 0.50 | ft |
| Combination Inlet Performance Reduction Factor for Long Inlets | $\mathrm{RF}_{\text {combination }}=$ | 0.51 | 0.75 |  |
| Curb Opening Performance Reduction Factor for Long Inlets | RFCurb $=$ | 0.75 | 0.89 |  |
| Grated Inlet Performance Reduction Factor for Long Inlets | $R F_{\text {Grate }}=$ | N/A | N/A |  |
|  |  | MINOR | MAJOR |  |
| Total Inlet Interception Capacity (assumes clogged condition) | $\mathbf{Q}_{\mathbf{a}}=$ | 10.1 | 27.9 | cfs |
| Inlet Capacity IS GOOD for Minor and Major Storms( PQ PEAK) $^{\text {a }}$ | $\mathrm{Q}_{\text {peak required }}=$ | 9.7 | 22.7 | cfs |

Provide box culvert and channel calculations in this report or separate report as an appendix.

## APPENDIX E

## Water Quality Computations

## Detention Pond Tributary Areas

Subdivision: Grandview Reserve
Location: CO, El Paso County

Project Name: Grandview Reserve
Project No.: HRG01
Calculated By: TJE
Checked By: BAS
Date: $12 / 10 / 21$

Pond A

| Basin | Area | \% Imp |
| :---: | :---: | :---: |
| A-2a | 4.21 | 65 |
| A-2b | 2.72 | 87.8 |
| A-3 | 0.34 | 100 |
| A-4a | 6.04 | 65 |
| A-4b | 4.10 | 65 |
| A-5 | 0.34 | 100 |
| A-6 | 2.67 | 65 |
| A-7 | 2.91 | 20 |
| A-8 | 5.17 | 65 |
| A-9 | 1.73 | 65 |
| A-10 | 6.31 | 2 |
| Total | $\mathbf{3 6 . 5 4}$ | $\mathbf{5 2 . 9}$ |

Not checked with this review provide the additional 4 ponds also

Pond $B$

| Basin | Area | \% Imp |
| :---: | :---: | :---: |
| B-1 | 4.02 | 65 |
| B-2 | 4.16 | 65 |
| B-3 | 3.42 | 65 |
| B-4 | 0.76 | 100 |
| B-5 | 5.32 | 65 |
| B-6 | 2.28 | 65 |
| B-7 | 1.94 | 65 |
| B-8 | 3.54 | 65 |
| B-9 | 2.57 | 65 |
| B-10 | 0.87 | 2 |
| Total | $\mathbf{2 8 . 8 8}$ | $\mathbf{6 4 . 0}$ |

## Pond C

| Basin | Area | \% Imp |
| :---: | :---: | :---: |
| C-1 | 3.90 | 65 |
| C-2 | 0.96 | 65 |
| C-3 | 4.07 | 65 |
| C-4 | 3.80 | 65 |
| C-5 | 3.19 | 65 |
| C-6 | 2.99 | 65 |
| C-7 | 5.48 | 65 |
| C-8 | 2.82 | 65 |
| C-9 | 5.96 | 65 |
| C-10 | 3.67 | 65 |
| C-11 | 0.50 | 65 |
| C-12 | 1.61 | 65 |
| C-13 | 2.46 | 10 |
| Total | $\mathbf{4 1 . 4 1}$ | $\mathbf{6 1 . 7}$ |

Pond D

| Basin | Area | \% Imp |
| :---: | :---: | :---: |
| D-1 | 2.46 | 65 |
| D-2 | 0.75 | 65 |
| D-3 | 4.76 | 65 |
| D-4 | 4.74 | 65 |
| D-5 | 0.71 | 2 |
| Total | $\mathbf{1 3 . 4 2}$ | $\mathbf{6 1 . 7}$ |

Pond E

| Basin | Area | \% Imp |
| :---: | :---: | :---: |
| E-1 | 5.06 | 65 |
| E-2 | 3.63 | 65 |
| E-3 | 2.97 | 65 |
| E-4 | 6.86 | 65 |
| E-5 | 0.74 | 5 |
| Total | $\mathbf{1 9 . 2 6}$ | $\mathbf{6 2 . 7}$ |

Site-Level Low Impact Development (LID) Design Effective Impervious Calculator


| Designer: | TJE |
| ---: | :--- |
| Company: | Galloway \& Co. |
| Date: | December 10, 2021 |
| Proect: | Grandviewe Reserve |
| Location: | Pond A |
|  |  |

Gtinformation (USER-INPUT)


CALCULATED RESUITS (OUTPUT)


LID / EFFECTVVE IMPERVIOUSNESS CREDITI
$\square$


| Tota Site Imperviousness: | $52.9 \%$ |
| :--- | :--- |

Total Site Effective Imperiousness for WQCV Event: $\quad 52.9 \%$ Total Site Effective Impenviousness for 5 -Year Event: $\quad 52.9 \%$


Notes:
Flood con-Ampt average infiltration rate values from Table 3-3.
Hood control detention volume creditis based on empirical equations from Storage Chapter of USDCM,
Total Site Effective Impeniou unness for Optional User Defined Stor

Site-Level Low Impact Development (LID) Design Effective Impervious Calculator


|  |  |
| :--- | :--- |
| Designer: | TJE |
| Compary: | Galloway \& Co. |
| Date: | December 10, 2021 |
| Project: | Grandview Reserve |
| Location: | Pond B |

ste information (USER-INPUT)


CALCULATED RESULTS (OUTPUT)

| Total Calculated Area (ac, check against input) | 4.020 | 4.160 | 3.420 | 0.760 | 5.320 | 2.280 | 1.940 | 3.540 | 2.570 | 0.870 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Directly Conneted I Impervious frea (DCAA, \%) | 65.0\% | 65.0\% | 65.0\% | 100.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 2.0\% |  |  |  |  |
| Unconnected Imperivius Area (UAA, \%) | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |  |  |
| Receiving Perious Area (RPA, \%) | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |  |  |
| Separate Pervius Area (SPA, \%) | 35.0\% | 35.0\% | 35.0\% | 0.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 98.0\% |  |  |  |  |
| $A_{R}$ (RPA/ /UA) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |  |  |  |
| $1{ }_{1}$ Check | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |  |  |  |
| f/ / for wocv Event: | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |  |  |  |  |
| f/ / for 5 -Year Event: | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |  |  |  |  |
| $\mathrm{f} / \mathrm{f}$ for 100-Year Event: | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |  |  |  |  |
| f/ I for Optional User Defined Storm CUHP: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| IRF for Wocv Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |  |  |
| IRF for 5 --ear Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |  |  |
| IRF for 100-Year Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |  |  |
| IRF for Optional User Defined Storm CUHP: | 65.0\% | 65.0\% | 65.0\% | 100.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 2.0\% |  |  |  |  |
| Effective Imperviousness for WQCV Event: | 65.0\% | 65.0\% | 65.0\% | 100.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 2.0\% |  |  |  |  |
| Effective Imperviousness for 5. -ear Event: | 65.0\% | 65.0\% | 65.0\% | 100.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 2.0\% |  |  |  |  |
| Effective Imperviousness for 100 -Year Event: iousness for Optional User Defined Storm CuHP: | 65.0\% | 65.0\% | 65.0\% | 100.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.\% | 2.0\% |  |  |  |  |

LD/ EFFECTVE IM PERVVIOUSNESS CREDTIS


Total Site Imperiousness:

Total Site Efiective Imperviousness for WQCV Event: Total Site Effective Impenviousness for 5 -Year Event: $\quad 64.0 \%$ | Total Site Effective Impeniousness for $100-$-erer Event: |  |
| :--- | :--- | :--- |
|  | $64.0 \%$ |

Notes:
Fse Green-Ampt average infiltration rate values from Table 3 -3
"Flood control detention volume credits based on empirical equations from Storage Chapter of USDCM.
$* * *$ Method assumes that 1 -hour rainfall depth is equivalent to 1 -hour intensity for calculation purposed

Site-Level Low Impact Development (LID) Design Effective Impervious Calculator UD Credit by Impervious Reduction Factor (IRF) Method


|  |  |
| ---: | :--- |
| Designer: | TJE |
| Company: | Galloway \& Co. |
| Date: | December 10, 2021 |
| Project: | Grandview Reserve |
| Location: | Pond C |

Ite INFormation (USER-INPUT)

| Sub-basin Identifier <br> Receiving Pervious Area Soil Type | C. 1 | C. 2 | C. 3 | C. 4 | C. 5 | c. 6 | C.7 | C.8 | c. 9 | C. 10 | C. 11 | C.12 | C. 13 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam |  |
| Total Area (ac., Sum of DCIA, UIA, RPA, \& SPA) Directly Connected Impervious Area (DCIA, acres) | 3.900 | 0.960 | 4.070 | 3.800 | 3.190 | 2.990 | 5.480 | 2.820 | 5.960 | 3.670 | 0.500 | 1.610 | 2.460 |  |
|  | 2.535 | 0.624 | 2.645 | 2.470 | 2.073 | 1.943 | 3.562 | 1.833 | 3.874 | 2.385 | 0.325 | 1.046 | 0.246 |  |
| Unconnected Impervious Area (UAA, acres) Receiving Pervious Area (RPA, acres) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
| Separate Pervious Area (SPA, acres) | 1.365 | 0.336 | 1.425 | 1.330 | 1.117 | 1.047 | 1.918 | 0.987 | 2.086 | 1.285 | 0.175 | 0.564 | 2.214 |  |
| RPA Treatment Type: Conveyance (C), Volume (V), or Permeable Pavement (PP) | c | c | c | c | c | c | c | c | c | c | c | c | c |  |

CALCULATED RESULTS (OUTPUT)

| Total Calculated Area ac, check against input) | 3.900 | 0.960 | 4.070 | 3.800 | 3.190 | 2.990 | 5.880 | 2.820 | 5.960 | 3.670 | 0.500 | 1.610 | 2.460 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Directil Connected Impervios Area ( $(\mathrm{CCIA}, \%)$ | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 10.0\% |  |  |
| Uncoonected Imperious Area (UAA, \%) | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |
| Receiving Perious Area (PPA, \%) | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |
| Separate Pervius Area (SPA, \%) | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 90.0\% |  |  |
| $\mathrm{A}_{\mathrm{R}}$ (RPA / UIA) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |  |
| $1{ }_{3}$ Check | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |  |
| f/ / for Wocv Event: | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |  |  |
| f/ / for 5 -Year Event: | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |  |  |
| $\mathrm{f} / \mathrm{I}$ for 100-Year Event: | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |  |  |
| f/ I for Optional User Defined Storm CUHP: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| IRF for Wocv Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |
| IRF for 5 --ear Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |
| IRF for 100-Year Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |
| IRF for Optional User Defined Storm CUHP: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Site Imperviousness: $I_{\text {total }}$ <br> Effective Imperviousness for WQCV Event: | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% <br> $65.0 \%$ | 65.0\% | 65.0\% | 65.0\% <br> $65.0 \%$ | 65.0\% 65.0\% | 65.0\% | 65.0\% | 65.0\% | 10.0\% 10.0\% |  |  |
|  | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 10.0\% |  |  |
| Effective Imperviouness for 100 -Year Event: | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 10.0\% |  |  |
| Viousess for Optional User Defined Storm CUHP: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

LD/ EFFECTVVE IMPERVIOUSNESS CREDIT

| WOCV Event CREDIT: Reduce Detention By: | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | \% | 0.0\% | 0.0\% | 0\% | 0.0\% | N/A |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| This line only for 10 -Year Event | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| REDIT**: Redure Detention By: | 0.0\% | \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.1\% | 0\% | 0.1\% | N/A |



Notes:
*Flood den-Ampt average infiltration rate values from Table 3-3
"Flood control detention volume creditis based on empirical equations from Storage Chapter of USDCM,
$* * *$ Method assumes that 1 -hour rainfall depth is equivalent to 1 -hour intensity for calculation purposed

Site-Level Low Impact Development (LD) Design Effective Impervious Calculator LD Credit by Impervious Reduction Factor (IRF) Method


ID-BM (Version 3.06, November 2016)
te nformation (USER-INPUT)


Location: Pond D

| Stie mformaton (UsER.NPut) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sub.basid dentifier | 0.1 | 0.2 | 0.3 | 0.4 | 0.5 |  |  |  |  |  |  |  |  |  |
| Receiving Pervious Area Soil Type | Sandy Lom | Sanyy Loam | Sany Loam | Sandy Loam | Sany Loam |  |  |  |  |  |  |  |  |  |
|  | 2.460 | 0.750 | 4.760 | 4.740 | 0.710 |  |  |  |  |  |  |  |  |  |
| Direty Cometeded menerios | 1.599 | 0.488 | 3.09 | 3.081 | 0.014 |  |  |  |  |  |  |  |  |  |
|  | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |  |  |  |  |  |  |  |  |
|  | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |  |  |  |  |  |  |  |  |
|  | 0.861 | 0.263 | 1.666 | 1.659 | 0.966 |  |  |  |  |  |  |  |  |  |
| RPA Treatment Type: Conveyance (C), Volume (V), or Permeable Pavement (PP) | c | c | c | c | c |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calculateo Resuls (output |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Calculated Area (ac, check against input) Directly Connected Impervious Area (DCIA, \%) Unconnected Impervious Area (UIA, \%) Receiving Pervious Area (RPA, \%) | 2.460 | 0.750 | 4.760 | 4.740 | 0.710 |  |  |  |  |  |  |  |  |  |
|  | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 2.0\% |  |  |  |  |  |  |  |  |  |
|  | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |  |  |  |  |  |  |  |
|  | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |  |  |  |  |  |  |  |
|  | 35.\% | 35.0\% | 35.0\% | 35.\% | 98.0\% |  |  |  |  |  |  |  |  |  |
|  | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |  |  |  |  |  |  |  |  |
|  | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |  |  |  |  |  |  |  |  |
|  | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |  |  |  |  |  |  |  |  |  |
|  | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |  |  |  |  |  |  |  |  |  |
|  | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |  |  |  |  |  |  |  |  |  |
| f/ I for Optional User Defined Storm CUHP: <br> IRF for WQCV Event | 100 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |  |  |  |  |  |  |  |
|  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Site mpeniusuness hean | 650\% | 650\% | 65.0\% | 650\% | 2.0\% |  |  |  |  |  |  |  |  |  |
| Effective Imperviousness for WQCV Event: Effective Imperviousness for 5-Year Event: | 65.0\% | 655.\% | ${ }^{65.0 \%}$ | ${ }^{6550 \%}$ | 2.0\% |  |  |  |  |  |  |  |  |  |
|  | 65.\% | 65.\% | 65.0\% | 65.0\% | 2.0\% |  |  |  |  |  |  |  |  |  |
| Effective Imperviousness for 100-Year Event: Effective Imperviousness for Optional User Defined Storm CUHP: | 65.\% | 65.\% | 65.0\% | 65.\% | 2.0\% |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| WQCV Event CREDIT: Reduce Detention By:This line only for 10 -Year Event100 -Year Event CREDIT**: Reduce Detention By:User Defined CUHP CREDIT: Reduce Detention By: |  |  |  |  |  |  |  |  |  |  | N/A | N/A | N/A | N/A |
|  | 0.0\% | 0.0\% | $0.0 \%$ | 0.0\% | -564.5\% | N/A | N/A | N/A | NA | NA | NA | NA | N/A | $\cdots$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total 5 Site Impeniussess: |  |  | 61.7\% | Notes: |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 61.7\% | * Use Green-Amp averase fifitratio nate values fom Table 3.3. |  |  |  |  |  |  |  |  |  |  |
| Total Site Effective Imperviousness for 5-Year Event:Total Site Effective Imperviousness for 100-Year Event: Total Site Effective Imperviousness for Optional User Defined Storm CUHP: |  |  | $\frac{6.1 .7 \%}{61.7 \%}$ | "Flood control detention volume credits based on empirical equations from Storage Chapter of USCCM. <br> *** M ethod assumes that 1-hour rainfall depth is equivalent to 1 -hour intensity for calculation purposed |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Site-Level Low Impact Development (LD) Design Effective Impervious Calculator LD Credit by Impervious Reduction Factor (IRF) Method


## D. BM P (Version 3.06, November 2010

| Designer: | TJE |
| ---: | :--- |
| Company: | Galloway \& Co. |
| Date: | December 10, 2021 |
| Project: | Grandview Reserve |
| Location: | Pond E |

SITE INFORMATON (USER-NPUT

| Sub-basin Identifier | E. | E-2 | E-3 | E-4 | E.5 |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Receiving Pervius Area Soil Type | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam | Sandy Loam |  |  |  |  |  |  |  |  |  |
| Total Area (ac, Sum of DCIA, U1A, RPA, \& SPA) | 5.060 | 3.630 | 2.970 | 6.860 | 0.740 |  |  |  |  |  |  |  |  |  |
| Directil Connected Imperviou Area (DCIA, acres) | 3.289 | 2.359 | 1.930 | 4.459 | 0.037 |  |  |  |  |  |  |  |  |  |
| Unconnected Impervious Area (UA, acres) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |  |  |  |  |  |  |  |  |
| Receiving Pervious frea (RPA, acres) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |  |  |  |  |  |  |  |  |
| Separate Pervious Area (SPA, acres) | 1.771 | 1.271 | 1.040 | 2.401 | 0.703 |  |  |  |  |  |  |  |  |  |
| RPA Treatment Type: Conveyance (C), Volume (V), or Permeable Pavement (PP) | c | c | c | c | c |  |  |  |  |  |  |  |  |  |

CALCULATED RESULTS (OUTPUT)

| Total Calculated Area (ac, check aginst inut) | 5.060 | 3.630 | 2.970 | 6.860 | 0.740 |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Directly Connected Impervious Area (DCAA, \%) | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 5.0\% |  |  |  |  |  |  |  |  |  |
| Unconnected Impervious Area (UA, \%) | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |  |  |  |  |  |  |  |
| Receiving Pervious frea (RPA, \%) | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |  |  |  |  |  |  |  |
| Separate Pervious Area (SPA, \%) | 35.0\% | 35.0\% | 35.0\% | 35.0\% | 95.0\% |  |  |  |  |  |  |  |  |  |
| $A_{R}$ (RPA/UAA) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |  |  |  |  |  |  |  |  |
| $1_{s}$ Check | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |  |  |  |  |  |  |  |  |
| f/ / for WQCV Event: | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |  |  |  |  |  |  |  |  |  |
| f/ / for 5 -Year Event: | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |  |  |  |  |  |  |  |  |  |
| $\mathrm{f} / \mathrm{I}$ for 100 -eara Event: | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |  |  |  |  |  |  |  |  |  |
| $\mathrm{f} / /$ for Optional User Defined Storm CUHP: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| IRF for WQCV Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |  |  |  |  |  |  |  |
| IRF for 5 -Year Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |  |  |  |  |  |  |  |
| IRF for 100-Year Event: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |  |  |  |  |  |  |  |  |
| IRF for Optional User Defined Storm CUHP: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Ste imperviousness: Loast | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 5.0\% |  |  |  |  |  |  |  |  |  |
| Effective Imperviussess for Wocv Event: | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 5.0\% |  |  |  |  |  |  |  |  |  |
| Effective Imperviousness for 5 -Year Event: | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 5.0\% |  |  |  |  |  |  |  |  |  |
| Effective Imperviusness for 100-Year Event: | 65.0\% | 65.0\% | 65.0\% | 65.0\% | 5.0\% |  |  |  |  |  |  |  |  |  |
| iousness for Optional User Defined Storm CUHP: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

UD / EFFECTVE IM PERVIOUSNESS CREDTIS


| Total Site Imperviousness: | 62.7 |
| :--- | :--- |

 Tota Site Effective Imperviousness for 5 -Year Event: $62.7 \%$ Total Site Effective Imperiousness for 100.Year Event: $62.7 \%$

Notes:
Fslood con-Ampt average infiltration rate values from Table 3-3
"Flood control detention volume creditis based on empirical equations from Sorage Chapter of USDCM.
$* * *$ Method assumes that 1 -hour rainfall depth is equivalent to 1 -hour intensity for calculation purposed

Site-Level Low Impact Development (LID) Design Effective Impervious Calculator IID Credit by Impervious Reduction Factor (IRF) Method


$$
\begin{aligned}
\text { Designer: } & \text { TJE } \\
\text { Company: } & \text { Galloway \& Co. } \\
\text { Date: } & \text { December 10, 2021 } \\
\text { Project: } & \text { Grandview Reserve } \\
\text { Location: } & \text { Sub-basin A-1 }
\end{aligned}
$$

STIE INFORMATON (USER-NPPUT


CALCULATED RESULTS (OUTPUT)


UD/ EFFECTVE IM PERVIOUSNESS CREDTTS



| Tota Stite Imperviousness: | $2.0 \%$ |
| :--- | :--- |

 Total Site Effective Imperiousness for 5 -Year Event: $\quad 2.0 \%$ |  |  |  |
| :--- | :--- | :--- | :--- |

Notes:
Flood con-Ampt average infiltration rate values from Table 3-3
Flood control detention volume creditis based on empirical equations from Storage Chapter of USDCM.
$* * *$ Method assumes that 1 -hour rainfall depth is equivalent to 1 -hour intensity for calculation purposed

Site-Level Low Impact Development (LID) Design Effective Impervious Calculator UD Credit by Impervious Reduction Factor (IRF) Method

|  | User Input |  | inches |
| :---: | :---: | :---: | :---: |
|  | Calculated cells |  |  |
| -"Design Storm: 1-Hour Rain Depth | Wocvevent | 0.60 |  |
| "-M Minor Storm: 1-Hour Rain Depth | 5.-Yar Event | 1.50 | inches |
| "-M Majo Storm: 1-Hour Rain Depth | 100-Year Event | 2.52 | inches |
| Optional User Defined Storm | CUHP |  |  |
| (CUHP) NOAA 1 Hour Rainfall Depth and Frequency $\begin{aligned} & \text { for User Defined Storm }\end{aligned}$ | 100-Year Event |  |  |
| Max Intenstity for Optional User Defined Storm | 0 |  |  |


| Designer: | TJE |
| ---: | :--- |
| Company: | Galloway \& Co. |
| Date: | December 10, 2021 |
| Project: | Grandview Reserve |
| Location: | Rex Rd Pond |

ennormaton (user-INput)



## Pond calculations not checked in detail this review



## DETENTION BASIN OUTLET STRUCTURE DESIGN



User Input: Stage and Total Area of Each Orifice Row (numbered from lowest to highest)

|  | Row 1 (required) | Row 2 (optional) | Row 3 (optional) | Row 4 (optional) | Row 5 (optional) | Row 6 (optional) | Row 7 (optional) | Row 8 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Stage of Orifice Centroid (ft) | 0.00 | 1.11 | 2.21 |  |  |  |  |  |
| Orifice Area (sq. inches) | 0.75 | 2.85 | 4.65 |  |  |  |  |  |


| Stage of Orifice Centroid (ft) Orifice Area (sq. inches) | Row 9 (optional) | Row 10 (optional) | Row 11 (optional) | Row 12 (optional) | Row 13 (optional) | Row 14 (optional) | Row 15 (optional) | Row 16 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| User Input: Vertical Orifice (Circular or Rectanqular) |  |  | ft (relative to basin bottom at Stage $=0 \mathrm{ft})$ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) $\quad$Vertical Orifice Area $=$ <br> inches |  |  |  | Calculated Parameters for Vertical Orifice |  |
|  | Zone 2 Circular | Not Selected |  |  |  |  | Zone 2 Circular | Not Selected |
| Invert of Vertical Orifice $=$ | 4.00 | N/A |  |  |  |  | 0.20 | N/A |
| Depth at top of Zone using Vertical Orifice $=$ | 5.41 | N/A |  |  |  |  | 0.25 | N/A |
| Vertical Orifice Diameter $=$ | 6.00 | N/A |  |  |  |  |  |  |

User Input: Overflow Weir (Dropbox with Flat or Sloped Grate and Outlet Pipe OR Rectangular/Trapezoidal Weir (and No Outlet Pipe)

| put: Overflow Weir (Dropbox with Fla | oped Grate a | Ppe | ngular/Trapezoidal Weir (and No O | Pipe) | Iculated Par | s for Overflow |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Zone 3 Weir | Not Selected |  |  | Zone 3 Weir | Not Selected |  |
| Overflow Weir Front Edge Height, Ho = | 6.25 | N/A | ft (relative to basin bottom at Stage $=0$ | Height of Grate Upper Edge, $\mathrm{H}_{\mathrm{t}}=$ | 6.25 | N/A | feet |
| Overflow Weir Front Edge Length = | 6.00 | N/A | feet | Overflow Weir Slope Length = | 4.00 | N/A | feet |
| Overflow Weir Grate Slope = | 0.00 | N/A | $\mathrm{H}: \mathrm{V}$ | Open Area / 100-yr Orifice Area $=$ | 9.66 | N/A |  |
| Horiz. Length of Weir Sides = | 4.00 | N/A | feet Ove | low Grate Open Area w/o Debris = | 16.70 | N/A | $\mathrm{ft}^{2}$ |
| Overflow Grate Type = | Type C Grate | N/A |  | flow Grate Open Area w/ Debris = | 8.35 | N/A | $\mathrm{ft}^{2}$ |
| Debris Clogging \% = | 50\% | N/A | \% |  |  |  |  |

User Input: Outlet Pipe w/ Flow Restriction Plate (Circular Orifice, Restrictor Plate, or Rectanqular Orifice)

| m at Stage $=0 \mathrm{ft}$ ) | Outlet Orifice Area $=$ | Zone 3 Restrictor | Not Selected | $\mathrm{ft}^{2}$ |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 1.73 | N/A |  |
|  |  | 0.73 | N/A | feet |
| Half-Central Ang | estrictor Plate on Pipe $=$ | 2.67 | N/A | radians |


| Spillway Invert Stage= | 6.10 | ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) |
| :---: | :---: | :---: |
| Spillway Crest Length = | 60.00 | feet |
| Spillway End Slopes = | 4.00 | H:V |
| Freeboard above Max Water Surface $=$ | 1.00 | feet |


|  | Calculated Parameters for Spillw |  |
| :---: | :---: | :---: |
| Spillway Design Flow Depth= | 0.50 | feet |
| Stage at Top of Freeboard = | 7.60 | feet |
| Basin Area at Top of Freeboard = | 1.18 | acres |
| Basin Volume at Top of Freeboard = | 3.55 | acre-ft |




Inflow Hydrographs
The user can override the calculated inflow hydrographs from this workbook with inflow hydrographs developed in a separate program

|  | SOU | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | UH |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Interval | TIME | WQCV [cfs] | EURV [cfs] | 2 Year [cfs] | 5 Year [cfs] | 10 Year [cfs] | 25 Year [cfs] | 50 Year [cfs] | 100 Year [cfs] | 500 Year [cfs] |
| 5.00 min | 0:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.02 | 1.37 |
|  | 0:15:00 | 0.00 | 0.00 | 2.01 | 3.27 | 4.07 | 2.74 | 3.48 | 3.36 | 6.41 |
|  | 0:20:00 | 0.00 | 0.00 | 7.57 | 10.05 | 11.90 | 7.57 | 8.89 | 9.46 | 15.13 |
|  | 0:25:00 | 0.00 | 0.00 | 16.11 | 21.82 | 26.59 | 16.04 | 18.54 | 20.10 | 33.41 |
|  | 0:30:00 | 0.00 | 0.00 | 20.65 | 27.60 | 32.94 | 34.92 | 42.82 | 49.13 | 86.29 |
|  | 0:35:00 | 0.00 | 0.00 | 20.49 | 26.93 | 31.79 | 44.07 | 53.98 | 65.80 | 113.37 |
|  | 0:40:00 | 0.00 | 0.00 | 19.03 | 24.58 | 28.87 | 44.48 | 54.43 | 66.95 | 114.71 |
|  | 0:45:00 | 0.00 | 0.00 | 17.07 | 22.18 | 26.09 | 40.86 | 49.81 | 62.60 | 107.72 |
|  | 0:50:00 | 0.00 | 0.00 | 15.39 | 20.26 | 23.66 | 37.28 | 45.18 | 56.71 | 98.24 |
|  | 0:55:00 | 0.00 | 0.00 | 13.95 | 18.38 | 21.48 | 33.32 | 40.19 | 50.91 | 88.59 |
|  | 1:00:00 | 0.00 | 0.00 | 12.63 | 16.57 | 19.46 | 29.70 | 35.65 | 45.95 | 80.21 |
|  | 1:05:00 | 0.00 | 0.00 | 11.49 | 15.00 | 17.70 | 26.48 | 31.65 | 41.54 | 72.80 |
|  | 1:10:00 | 0.00 | 0.00 | 10.33 | 13.86 | 16.48 | 23.20 | 27.55 | 35.73 | 62.23 |
|  | 1:15:00 | 0.00 | 0.00 | 9.41 | 12.89 | 15.68 | 20.66 | 24.43 | 30.91 | 53.56 |
|  | 1:20:00 | 0.00 | 0.00 | 8.64 | 11.90 | 14.63 | 18.45 | 21.74 | 26.72 | 45.97 |
|  | 1:25:00 | 0.00 | 0.00 | 7.95 | 10.94 | 13.26 | 16.52 | 19.38 | 23.11 | 39.36 |
|  | 1:30:00 | 0.00 | 0.00 | 7.29 | 10.03 | 11.89 | 14.54 | 17.00 | 19.95 | 33.61 |
|  | 1:35:00 | 0.00 | 0.00 | 6.65 | 9.16 | 10.61 | 12.66 | 14.73 | 17.04 | 28.36 |
|  | 1:40:00 | 0.00 | 0.00 | 6.01 | 8.01 | 9.42 | 10.92 | 12.63 | 14.34 | 23.51 |
|  | 1:45:00 | 0.00 | 0.00 | 5.45 | 6.95 | 8.40 | 9.33 | 10.70 | 11.87 | 19.10 |
|  | 1:50:00 | 0.00 | 0.00 | 5.05 | 6.13 | 7.67 | 7.97 | 9.04 | 9.75 | 15.35 |
|  | 1:55:00 | 0.00 | 0.00 | 4.51 | 5.65 | 7.18 | 6.98 | 7.88 | 8.25 | 12.85 |
|  | 2:00:00 | 0.00 | 0.00 | 4.04 | 5.26 | 6.64 | 6.42 | 7.24 | 7.39 | 11.37 |
|  | 2:05:00 | 0.00 | 0.00 | 3.34 | 4.37 | 5.52 | 5.28 | 5.94 | 5.97 | 9.09 |
|  | 2:10:00 | 0.00 | 0.00 | 2.68 | 3.50 | 4.43 | 4.18 | 4.69 | 4.65 | 6.99 |
|  | 2:15:00 | 0.00 | 0.00 | 2.14 | 2.78 | 3.53 | 3.29 | 3.69 | 3.59 | 5.34 |
|  | 2:20:00 | 0.00 | 0.00 | 1.69 | 2.21 | 2.80 | 2.59 | 2.90 | 2.77 | 4.06 |
|  | 2:25:00 | 0.00 | 0.00 | 1.34 | 1.75 | 2.20 | 2.03 | 2.28 | 2.13 | 3.09 |
|  | 2:30:00 | 0.00 | 0.00 | 1.05 | 1.37 | 1.71 | 1.58 | 1.76 | 1.64 | 2.36 |
|  | 2:35:00 | 0.00 | 0.00 | 0.82 | 1.05 | 1.31 | 1.21 | 1.35 | 1.26 | 1.81 |
|  | 2:40:00 | 0.00 | 0.00 | 0.63 | 0.80 | 1.00 | 0.92 | 1.03 | 0.97 | 1.39 |
|  | 2:45:00 | 0.00 | 0.00 | 0.49 | 0.61 | 0.77 | 0.71 | 0.79 | 0.75 | 1.08 |
|  | 2:50:00 | 0.00 | 0.00 | 0.36 | 0.46 | 0.59 | 0.54 | 0.61 | 0.58 | 0.82 |
|  | 2:55:00 | 0.00 | 0.00 | 0.26 | 0.33 | 0.43 | 0.40 | 0.44 | 0.42 | 0.60 |
|  | 3:00:00 | 0.00 | 0.00 | 0.17 | 0.23 | 0.29 | 0.28 | 0.31 | 0.29 | 0.41 |
|  | 3:05:00 | 0.00 | 0.00 | 0.11 | 0.15 | 0.18 | 0.18 | 0.20 | 0.19 | 0.26 |
|  | 3:10:00 | 0.00 | 0.00 | 0.05 | 0.08 | 0.10 | 0.10 | 0.11 | 0.10 | 0.14 |
|  | 3:15:00 | 0.00 | 0.00 | 0.02 | 0.04 | 0.04 | 0.05 | 0.05 | 0.05 | 0.06 |
|  | 3:20:00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
|  | 3:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 6:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |




## DETENTION BASIN OUTLET STRUCTURE DESIGN



User Input: Stage and Total Area of Each Orifice Row (numbered from lowest to highest)

|  | Row 1 (required) | Row 2 (optional) | Row 3 (optional) | Row 4 (optional) | Row 5 (optional) | Row 6 (optional) | Row 7 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | Row 8 (optional) 1



User Input: Overflow Weir (Dropbox with Flat or Sloped Grate and Outlet Pipe OR Rectangular/Trapezoidal Weir (and No Outlet Pipe)

| put: Overflow Weir (Dr | Soped Grate a | S | ngular/Trapezoidal Weir (and No O | Pipe) | Iculated Paran | s for Overflow |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Zone 3 Weir | Not Selected |  |  | Zone 3 Weir | Not Selected |  |
| Overflow Weir Front Edge Height, $\mathrm{Ho}=$ | 6.20 | N/A | ft (relative to basin bottom at Stage $=0$ | Height of Grate Upper Edge, $\mathrm{H}_{\mathrm{t}}=$ | 6.20 | N/A | feet |
| Overflow Weir Front Edge Length = | 5.00 | N/A | feet | Overflow Weir Slope Length = | 4.00 | N/A | eet |
| Overflow Weir Grate Slope = | 0.00 | N/A | $\mathrm{H}: \mathrm{V}$ | Open Area / 100-yr Orifice Area $=$ | 14.52 | N/A |  |
| Horiz. Length of Weir Sides = | 4.00 | N/A | feet Ove | flow Grate Open Area w/o Debris = | 13.92 | N/A | $\mathrm{ft}^{2}$ |
| Overflow Grate Type = | Type C Grate | N/A |  | rflow Grate Open Area w/ Debris = | 6.96 | N/A | $\mathrm{t}^{2}$ |
| Debris Clogging \% = | 50\% | N/A | \% |  |  |  |  |

User Input: Outlet Pipe w/ Flow Restriction Plate (Circular Orifice, Restrictor Plate, or Rectanqular Orifice)


|  | Calculated Parameters for Spillway |  |
| :---: | :---: | :---: |
| Spillway Design Flow Depth= | 0.50 | feet |
| Stage at Top of Freeboard = | 8.70 | feet |
| Basin Area at Top of Freeboard $=$ | 0.75 | acres |
| Basin Volume at Top of Freeboard = | 3.56 | acre-ft |

Routed Hydrograph Results
The user can override the default CUHP hydrographs and runoff volumes by entering new values in the Inflow Hydrographs table (Columns W through AF).

| Routed Hydrograph Results | can | the default CU | hydrographs an | unoff volumes | ntering new vas | s in the Inflow Hy | ographs table (Ca | mns W through |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Design Storm Return Period = | WQCV | EURV | 2 Year | 5 Year | 10 Year | 25 Year | 50 Year | 100 Year | 500 Year |
| One-Hour Rainfall Depth (in) = | N/A | N/A | 1.19 | 1.50 | 1.75 | 2.00 | 2.25 | 2.52 | 3.68 |
| CUHP Runoff Volume (acre-ft) = | 0.602 | 2.284 | 1.687 | 2.214 | 2.637 | 3.194 | 3.741 | 4.408 | 7.189 |
| Inflow Hydrograph Volume (acre-ft) $=$ | N/A | N/A | 1.687 | 2.214 | 2.637 | 3.194 | 3.741 | 4.408 | 7.189 |
| CUHP Predevelopment Peak Q (cfs) = | N/A | N/A | 0.2 | 0.4 | 0.5 | 4.9 | 9.9 | 16.1 | 41.9 |
| OPTIONAL Override Predevelopment Peak Q (cfs) = | N/A | N/A |  |  |  |  |  |  |  |
| Predevelopment Unit Peak Flow, q (cfs/acre) = | N/A | N/A | 0.01 | 0.01 | 0.02 | 0.17 | 0.34 | 0.56 | 1.45 |
| Peak Inflow Q (cfs) = | N/A | N/A | 26.5 | 34.6 | 40.7 | 52.2 | 62.2 | 75.1 | 122.9 |
| Peak Outflow Q ( (ffs) $=$ | 0.2 | 0.9 | 0.7 | 0.8 | 0.9 | 4.7 | 10.4 | 14.0 | 32.6 |
| Ratio Peak Outflow to Predevelopment $\mathrm{Q}=$ | N/A | N/A | N/A | 2.1 | 1.7 | 0.9 | 1.1 | 0.9 | 0.8 |
| Structure Controlling Flow $=$ | Plate | Vertical Orifice 1 | Vertical Orifice 1 | Vertical Orifice 1 | Vertical Orifice 1 | Overflow Weir 1 | Overflow Weir 1 | Outlet Plate 1 | N/A |
| Max Velocity through Grate 1 (fps) $=$ | N/A | N/A | N/A | N/A | N/A | 0.3 | 0.7 | 0.9 | 0.9 |
| Max Velocity through Grate 2 (fps) = | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Time to Drain 97\% of Inflow Volume (hours) = | 40 | 72 | 66 | 72 | 77 | 78 | 77 | 76 | 70 |
| Time to Drain $99 \%$ of Inflow Volume (hours) $=$ | 42 | 78 | 70 | 78 | 83 | 86 | 85 | 84 | 81 |
| Maximum Ponding Depth (ft) = | 2.74 | 5.59 | 4.48 | 5.29 | 5.90 | 6.45 | 6.67 | 7.17 | 7.40 |
| Area at Maximum Ponding Depth (acres) $=$ | 0.52 | 0.66 | 0.60 | 0.64 | 0.67 | 0.70 | 0.71 | 0.74 | 0.75 |
| Maximum Volume Stored (acre-ft) $=$ | 0.607 | 2.287 | 1.586 | 2.085 | 2.494 | 2.872 | 3.028 | 3.383 | 3.561 |

DETENTION BASIN OUTLET STRUCTURE DESIGN

 | S-A-V-D Chart Axis Override | Left Y-Axis | Right Y-Axis |  |
| ---: | :--- | :--- | :--- |
| $\begin{array}{r}\text { minimum bound } \\ \text { maximum bound }\end{array}$ |  |  |  |
|  |  |  |  |

Inflow Hydrographs
The user can override the calculated inflow hydrographs from this workbook with inflow hydrographs developed in a separate program.


| TME | WCV [cs] |  | [ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.04 | 2.15 |
| 0:15:00 | 0.00 | 0.00 | 3.20 | 5.20 | 6.45 | 4.34 | 5.41 | 5.29 | 9.61 |
| 0:20:00 | 0.00 | 0.00 | 11.37 | 14.90 | 17.52 | 11.06 | 12.87 | 13.80 | 21.57 |
| 0:25:00 | 0.00 | 0.00 | 22.96 | 30.34 | 36.58 | 22.70 | 25.89 | 27.86 | 45.00 |
| 0:30:00 | 0.00 | 0.00 | 26.46 | 34.63 | 40.68 | 46.32 | 55.47 | 62.87 | 104.88 |
| 0:35:00 | 0.00 | 0.00 | 23.97 | 30.84 | 35.90 | 52.16 | 62.23 | 75.09 | 122.87 |
| 0:40:00 | 0.00 | 0.00 | 20.99 | 26.46 | 30.70 | 48.52 | 57.80 | 69.88 | 114.06 |
| 0:45:00 | 0.00 | 0.00 | 17.68 | 22.64 | 26.44 | 41.77 | 49.58 | 61.59 | 101.06 |
| 0:50:00 | 0.00 | 0.00 | 14.91 | 19.54 | 22.49 | 36.62 | 43.31 | 53.46 | 88.26 |
| 0:55:00 | 0.00 | 0.00 | 12.88 | 16.83 | 19.50 | 30.64 | 36.01 | 45.24 | 74.68 |
| 1:00:00 | 0.00 | 0.00 | 11.54 | 14.97 | 17.57 | 25.93 | 30.29 | 38.95 | 64.50 |
| 1:05:00 | 0.00 | 0.00 | 10.44 | 13.49 | 15.97 | 22.72 | 26.43 | 34.80 | 57.90 |
| 1:10:00 | 0.00 | 0.00 | 8.87 | 12.07 | 14.39 | 19.40 | 22.47 | 28.76 | 47.43 |
| 1:15:00 | 0.00 | 0.00 | 7.41 | 10.40 | 12.91 | 16.43 | 18.93 | 23.35 | 38.09 |
| 1:20:00 | 0.00 | 0.00 | 6.24 | 8.81 | 11.15 | 13.34 | 15.28 | 17.96 | 28.92 |
| 1:25:00 | 0.00 | 0.00 | 5.50 | 7.78 | 9.53 | 10.81 | 12.27 | 13.49 | 21.38 |
| 1:30:00 | 0.00 | 0.00 | 5.11 | 7.25 | 8.54 | 8.83 | 9.98 | 10.52 | 16.49 |
| 1:35:00 | 0.00 | 0.00 | 4.90 | 6.93 | 7.90 | 7.61 | 8.58 | 8.81 | 13.62 |
| 1:40:00 | 0.00 | 0.00 | 4.78 | 6.25 | 7.44 | 6.85 | 7.71 | 7.74 | 11.80 |
| 1:45:00 | 0.00 | 0.00 | 4.70 | 5.70 | 7.11 | 6.34 | 7.13 | 7.02 | 10.54 |
| 1:50:00 | 0.00 | 0.00 | 4.63 | 5.30 | 6.88 | 6.00 | 6.74 | 6.52 | 9.68 |
| 1:55:00 | 0.00 | 0.00 | 4.05 | 5.00 | 6.55 | 5.76 | 6.47 | 6.17 | 9.07 |
| 2:00:00 | 0.00 | 0.00 | 3.56 | 4.64 | 5.95 | 5.59 | 6.29 | 5.94 | 8.68 |
| 2:05:00 | 0.00 | 0.00 | 2.67 | 3.48 | 4.45 | 4.22 | 4.74 | 4.46 | 6.51 |
| 2:10:00 | 0.00 | 0.00 | 1.94 | 2.52 | 3.20 | 3.03 | 3.41 | 3.21 | 4.67 |
| 2:15:00 | 0.00 | 0.00 | 1.40 | 1.82 | 2.30 | 2.19 | 2.46 | 2.33 | 3.39 |
| 2:20:00 | 0.00 | 0.00 | 1.00 | 1.29 | 1.65 | 1.57 | 1.76 | 1.68 | 2.43 |
| 2:25:00 | 0.00 | 0.00 | 0.70 | 0.89 | 1.15 | 1.10 | 1.23 | 1.17 | 1.70 |
| 2:30:00 | 0.00 | 0.00 | 0.47 | 0.60 | 0.80 | 0.76 | 0.85 | 0.81 | 1.17 |
| 2:35:00 | 0.00 | 0.00 | 0.31 | 0.41 | 0.54 | 0.52 | 0.58 | 0.56 | 0.80 |
| 2:40:00 | 0.00 | 0.00 | 0.18 | 0.26 | 0.33 | 0.33 | 0.37 | 0.35 | 0.50 |
| 2:45:00 | 0.00 | 0.00 | 0.09 | 0.14 | 0.17 | 0.18 | 0.20 | 0.19 | 0.27 |
| 2:50:00 | 0.00 | 0.00 | 0.03 | 0.06 | 0.07 | 0.08 | 0.08 | 0.08 | 0.11 |
| 2:55:00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.02 | 0.02 | 0.01 | 0.02 |
| 3:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |




## DETENTION BASIN OUTLET STRUCTURE DESIGN



User Input: Stage and Total Area of Each Orifice Row (numbered from lowest to highest)

|  | Row 1 (required) | Row 2 (optional) | Row 3 (optional) | Row 4 (optional) | Row 5 (optional) | Row 6 (optional) | Row 7 (optional) | Row 8 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Stage of Orifice Centroid (ft) | 0.00 | 0.37 | 0.75 |  |  |  |  |  |
| Orifice Area (sq. inches) | 7.50 | 8.00 | 8.16 |  |  |  |  |  |



User Input: Overflow Weir (Dropbox with Flat or Sloped Grate and Outlet Pipe OR Rectangular/Trapezoidal Weir (and No Outlet Pipe)

| put: Overflow Weir (Dr | Soped Grate a | S | ngular/Trapezoidal Weir (and No O | Pipe) | Iculated Paran | s for Overflow |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Zone 3 Weir | Not Selected |  |  | Zone 3 Weir | Not Selected |  |
| Overflow Weir Front Edge Height, $\mathrm{Ho}=$ | 4.50 | N/A | ft (relative to basin bottom at Stage $=0$ | Height of Grate Upper Edge, $\mathrm{H}_{\mathrm{t}}=$ | 4.50 | N/A | feet |
| Overflow Weir Front Edge Length = | 4.00 | N/A | feet | Overflow Weir Slope Length = | 4.00 | N/A | eet |
| Overflow Weir Grate Slope = | 0.00 | N/A | H:V Grate | Open Area / 100-yr Orifice Area $=$ | 6.15 | N/A |  |
| Horiz. Length of Weir Sides = | 4.00 | N/A | feet Ove | flow Grate Open Area w/o Debris = | 11.14 | N/A | $\mathrm{ft}^{2}$ |
| Overflow Grate Type = | Type C Grate | N/A |  | rflow Grate Open Area w/ Debris = | 5.57 | N/A | $\mathrm{ft}^{2}$ |
| Debris Clogging \% = | 50\% | N/A | \% |  |  |  |  |

User Input: Outlet Pipe w/ Flow Restriction Plate (Circular Orifice, Restrictor Plate, or Rectanqular Orifice)


|  | Calculated Parameters for Spillway |
| ---: | :--- |
| Spillway Design Flow Depth | $=0.94$ |
| Stage at Top of Freeboard | $=$ |
|  | feet |
| Basin Area at Top of Freeboard | $=1.22$ |
| feet | acres |
| Basin Volume at Top of Freeboard | $=4.85$ |
|  | acre-ft |

Routed Hydrograph Results
The user can override the default CUHP hydrographs and runoff volumes by entering new values in the Inflow Hydrographs table (Columns W through AF).

| Routed Hydrograph Results | can | the default CU | gra | unoff volumes | entering new va | s in the Inflow Hy | ographs table (Ca | W throug |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Design Storm Return Period = | WQCV | EURV | 2 Year | 5 Year | 10 Year | 25 Year | 50 Year | 100 Year | 500 Year |
| One-Hour Rainfall Depth (in) = | N/A | N/A | 1.19 | 1.50 | 1.75 | 2.00 | 2.25 | 2.52 | 3.68 |
| CUHP Runoff Volume (acre-ft) = | 0.844 | 3.120 | 2.326 | 3.065 | 3.657 | 4.467 | 5.266 | 6.250 | 10.360 |
| Inflow Hydrograph Volume (acre-ft) $=$ | N/A | N/A | 2.326 | 3.065 | 3.657 | 4.467 | 5.266 | 6.250 | 10.360 |
| CUHP Predevelopment Peak Q (cfs) = | N/A | N/A | 0.3 | 0.6 | 0.8 | 7.5 | 15.0 | 24.6 | 64.1 |
| OPTIONAL Override Predevelopment Peak Q (cfs) = | N/A | N/A |  |  |  |  |  |  |  |
| Predevelopment Unit Peak Flow, q (cfs/acre) = | N/A | N/A | 0.01 | 0.01 | 0.02 | 0.18 | 0.35 | 0.57 | 1.49 |
| Peak Inflow Q (cfs) = | N/A | N/A | 36.0 | 47.5 | 56.1 | 73.0 | 87.9 | 106.7 | 177.7 |
| Peak Outflow Q ( (ffs) $=$ | 0.6 | 1.4 | 1.2 | 1.3 | 1.5 | 1.6 | 7.4 | 10.8 | 10.8 |
| Ratio Peak Outflow to Predevelopment $\mathrm{Q}=$ | N/A | N/A | N/A | 2.3 | 1.8 | 0.2 | 0.5 | 0.4 | 0.2 |
| Structure Controlling Flow $=$ | Plate | Vertical Orifice 1 | Plate | Vertical Orifice 1 | Vertical Orifice 1 | Vertical Orifice 1 | Overflow Weir 1 | N/A | N/A |
| Max Velocity through Grate 1 (fps) $=$ | N/A | N/A | N/A | N/A | N/A | N/A | 0.5 | 0.8 | 0.8 |
| Max Velocity through Grate 2 (fps) = | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Time to Drain $97 \%$ of Inflow Volume (hours) $=$ | 40 | 58 | 54 | 58 | 62 | 65 | 65 | 63 | 59 |
| Time to Drain $99 \%$ of Inflow Volume (hours) $=$ | 43 | 65 | 60 | 66 | 70 | 75 | 75 | 75 | 75 |
| Maximum Ponding Depth (ft) = | 1.10 | 3.52 | 2.59 | 3.27 | 3.78 | 4.47 | 4.87 | 5.00 | 5.00 |
| Area at Maximum Ponding Depth (acres) $=$ | 0.50 | 1.10 | 1.02 | 1.08 | 1.12 | 1.18 | 1.21 | 1.22 | 1.22 |
| Maximum Volume Stored (acre-ft) = | 0.846 | 3.130 | 2.143 | 2.847 | 3.418 | 4.210 | 4.675 | 4.845 | 4.845 |

DETENTION BASIN OUTLET STRUCTURE DESIGN




Inflow Hydrographs
The user can override the calculated inflow hydrographs from this workbook with inflow hydrographs developed in a separate program


| тı, | QCV [cfs] | EURV [cis] | Year [cis] | 5 Year [cfs] | 10 Year [cfs] | 5 Year [cfs] | Y | 100 Year [css] | 500 Year [crs] |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.05 | 2.81 |
| 0:15:00 | 0.00 | 0.00 | 4.17 | 6.77 | 8.40 | 5.66 | 7.09 | 6.91 | 12.73 |
| 0:20:00 | 0.00 | 0.00 | 15.07 | 19.83 | 23.36 | 14.77 | 17.23 | 18.45 | 28.93 |
| 0:25:00 | 0.00 | 0.00 | 30.78 | 40.69 | 49.25 | 30.44 | 34.74 | 37.34 | 60.91 |
| 0:30:00 | 0.00 | 0.00 | 36.01 | 47.52 | 56.15 | 62.91 | 75.99 | 86.56 | 147.13 |
| 0:35:00 | 0.00 | 0.00 | 32.92 | 42.73 | 49.93 | 72.97 | 87.91 | 106.71 | 177.72 |
| 0:40:00 | 0.00 | 0.00 | 28.90 | 36.71 | 42.72 | 68.29 | 82.11 | 100.20 | 166.15 |
| 0:45:00 | 0.00 | 0.00 | 24.50 | 31.53 | 36.89 | 58.84 | 70.48 | 88.19 | 147.15 |
| 0:50:00 | 0.00 | 0.00 | 20.71 | 27.27 | 31.49 | 51.58 | 61.52 | 76.61 | 128.82 |
| 0:55:00 | 0.00 | 0.00 | 17.86 | 23.44 | 27.20 | 43.36 | 51.38 | 64.96 | 109.27 |
| 1:00:00 | 0.00 | 0.00 | 16.01 | 20.86 | 24.51 | 36.54 | 42.97 | 55.58 | 93.83 |
| 1:05:00 | 0.00 | 0.00 | 14.56 | 18.88 | 22.37 | 32.00 | 37.44 | 49.53 | 84.16 |
| 1:10:00 | 0.00 | 0.00 | 12.49 | 17.00 | 20.27 | 27.49 | 32.00 | 41.28 | 69.47 |
| 1:15:00 | 0.00 | 0.00 | 10.51 | 14.74 | 18.24 | 23.39 | 27.09 | 33.65 | 55.92 |
| 1:20:00 | 0.00 | 0.00 | 8.86 | 12.50 | 15.79 | 19.13 | 22.01 | 26.13 | 42.83 |
| 1:25:00 | 0.00 | 0.00 | 7.72 | 10.90 | 13.37 | 15.53 | 17.71 | 19.74 | 31.81 |
| 1:30:00 | 0.00 | 0.00 | 7.11 | 10.08 | 11.90 | 12.52 | 14.18 | 15.14 | 24.07 |
| 1:35:00 | 0.00 | 0.00 | 6.80 | 9.63 | 10.99 | 10.70 | 12.07 | 12.49 | 19.57 |
| 1:40:00 | 0.00 | 0.00 | 6.63 | 8.71 | 10.35 | 9.59 | 10.79 | 10.92 | 16.82 |
| 1:45:00 | 0.00 | 0.00 | 6.51 | 7.93 | 9.87 | 8.85 | 9.96 | 9.85 | 14.92 |
| 1:50:00 | 0.00 | 0.00 | 6.42 | 7.37 | 9.55 | 8.35 | 9.39 | 9.13 | 13.63 |
| 1:55:00 | 0.00 | 0.00 | 5.66 | 6.96 | 9.10 | 8.01 | 9.00 | 8.61 | 12.71 |
| 2:00:00 | 0.00 | 0.00 | 4.96 | 6.46 | 8.30 | 7.77 | 8.73 | 8.27 | 12.11 |
| 2:05:00 | 0.00 | 0.00 | 3.77 | 4.92 | 6.29 | 5.95 | 6.69 | 6.30 | 9.19 |
| 2:10:00 | 0.00 | 0.00 | 2.75 | 3.57 | 4.54 | 4.29 | 4.82 | 4.54 | 6.61 |
| 2:15:00 | 0.00 | 0.00 | 2.00 | 2.59 | 3.28 | 3.11 | 3.49 | 3.30 | 4.80 |
| 2:20:00 | 0.00 | 0.00 | 1.44 | 1.86 | 2.36 | 2.25 | 2.52 | 2.40 | 3.48 |
| 2:25:00 | 0.00 | 0.00 | 1.02 | 1.29 | 1.67 | 1.58 | 1.77 | 1.69 | 2.44 |
| 2:30:00 | 0.00 | 0.00 | 0.69 | 0.88 | 1.16 | 1.10 | 1.23 | 1.18 | 1.70 |
| 2:35:00 | 0.00 | 0.00 | 0.46 | 0.60 | 0.79 | 0.77 | 0.86 | 0.82 | 1.18 |
| 2:40:00 | 0.00 | 0.00 | 0.28 | 0.39 | 0.50 | 0.50 | 0.55 | 0.53 | 0.75 |
| 2:45:00 | 0.00 | 0.00 | 0.14 | 0.22 | 0.27 | 0.28 | 0.31 | 0.30 | 0.42 |
| 2:50:00 | 0.00 | 0.00 | 0.06 | 0.10 | 0.12 | 0.13 | 0.14 | 0.13 | 0.18 |
| 2:55:00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.03 | 0.04 | 0.04 | 0.03 | 0.04 |
| 3:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |




## DETENTION BASIN OUTLET STRUCTURE DESIGN



User Input: Stage and Total Area of Each Orifice Row (numbered from lowest to highest)

|  | Row 1 (required) | Row 2 (optional) | Row 3 (optional) | Row 4 (optional) | Row 5 (optional) | Row 6 (optional) | Row 7 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | Row 8 (optional) 1


| Stage of Orifice Centroid (ft) Orifice Area (sq. inches) | Row 9 (optional) | Row 10 (optional) | Row 11 (optional) | Row 12 (optional) | Row 13 (optional) | Row 14 (optional) | Row 15 (optional) | Row 16 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| User Input: Vertical Orifice (Circular or Rectanqular) |  |  | ft (relative to basin bottom at Stage $=0 \mathrm{ft})$ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) $\quad$Vertical Orifice Area $=$ <br> inches |  |  |  | Calculated Parameters for Vertical Orifice |  |
|  | Zone 2 Circular | Not Selected |  |  |  |  | Zone 2 Circular | Not Selected |
| Invert of Vertical Orifice $=$ | 3.50 | N/A |  |  |  |  | 0.01 | N/A |
| Depth at top of Zone using Vertical Orifice $=$ | 3.94 | N/A |  |  |  |  | 0.05 | N/A |
| Vertical Orifice Diameter $=$ | 1.25 | N/A |  |  |  |  |  |  |

User Input: Overflow Weir (Dropbox with Flat or Sloped Grate and Outlet Pipe OR Rectangular/Trapezoidal Weir (and No Outlet Pipe)

| put: Overflow Weir (Dropbox with Flat | eed Grat | t Pipe OR | angular/Trapezoidal Weir (and No Outlet Pipe) | Iculated Par | for Overflow |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Zone 3 Weir | Not Selected |  | Zone 3 Weir | Not Selected |  |
| Overflow Weir Front Edge Height, Ho = | 4.75 | N/A | ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) Height of Grate Upper Edge, $\mathrm{H}_{\mathrm{t}}=$ | 4.75 | N/A | feet |
| Overflow Weir Front Edge Length = | 3.00 | N/A | feet Overflow Weir Slope Length = | 3.00 | N/A | feet |
| Overflow Weir Grate Slope $=$ | 0.00 | N/A | $\mathrm{H}: \mathrm{V}$, Grate Open Area / 100-yr Orifice Area $=$ | 10.89 | N/A |  |
| Horiz. Length of Weir Sides $=$ | 3.00 | N/A | feet Overflow Grate Open Area w/o Debris = | 6.26 | N/A | $\mathrm{ft}^{2}$ |
| Overflow Grate Type = | Type C Grate | N/A | Overflow Grate Open Area w/ Debris $=$ | 3.13 | N/A | $\mathrm{ft}^{2}$ |
| Debris Clogging \% = | 50\% | N/A | \% |  |  |  |

User Input: Outlet Pipe w/ Flow Restriction Plate (Circular Orifice, Restrictor Plate, or Rectanqular Orifice)

| m at Stage $=0 \mathrm{ft}$ ) | $\begin{array}{r} \text { Outlet Orifice Area }= \\ \text { Outlet Orifice Centroid }= \end{array}$ | Zone 3 Restrictor | Not Selected | $\mathrm{ft}^{2}$ |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 0.58 | N/A |  |
|  |  | 0.32 | N/A | feet radians |
| Half-Central Ang | Restrictor Plate on Pipe $=$ | 1.29 | N/A |  |


| Spillway Invert Stage= | 5.25 | ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) |
| :---: | :---: | :---: |
| Spillway Crest Length = | 29.00 | feet |
| Spillway End Slopes = | 4.00 | H:V |
| Freeboard above Max Water Surface $=$ | 1.00 | feet |


|  | Calculated Parameters for Spillw |  |
| :---: | :---: | :---: |
| Spillway Design Flow Depth= | 0.50 | feet |
| Stage at Top of Freeboard = | 6.75 | feet |
| Basin Area at Top of Freeboard = | 0.46 | acres |
| Basin Volume at Top of Freeboard = | 1.82 | acre-ft |

Routed Hydrograph Results
The user can override the default CUHP hydrographs and runoff volumes by entering new values in the Inflow Hydrographs table (Columns W through AF).

| Routed Hydrograph Results | er can | the default CU | gra | unoff volumes | entering new va | s in the Inflow Hy | ographs table (Ca | W throu |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Design Storm Return Period = | WQCV | EURV | 2 Year | 5 Year | 10 Year | 25 Year | 50 Year | 100 Year | 500 Year |
| One-Hour Rainfall Depth (in) = | N/A | N/A | 1.19 | 1.50 | 1.75 | 2.00 | 2.25 | 2.52 | 3.68 |
| CUHP Runoff Volume (acre-ft) = | 0.269 | 0.963 | 0.710 | 0.938 | 1.120 | 1.383 | 1.641 | 1.963 | 3.306 |
| Inflow Hydrograph Volume (acre-ft) $=$ | N/A | N/A | 0.710 | 0.938 | 1.120 | 1.383 | 1.641 | 1.963 | 3.306 |
| CUHP Predevelopment Peak Q (cfs) = | N/A | N/A | 0.1 | 0.2 | 0.3 | 2.5 | 5.0 | 8.2 | 21.1 |
| OPTIONAL Override Predevelopment Peak Q (cfs) = | N/A | N/A |  |  |  |  |  |  |  |
| Predevelopment Unit Peak Flow, q (cfs/acre) = | N/A | N/A | 0.01 | 0.01 | 0.02 | 0.17 | 0.35 | 0.57 | 1.46 |
| Peak Inflow Q (cfs) = | N/A | N/A | 10.6 | 14.0 | 16.6 | 22.0 | 26.7 | 32.7 | 55.3 |
| Peak Outflow Q ( (ffs) $=$ | 0.1 | 0.3 | 0.2 | 0.3 | 0.3 | 0.8 | 3.4 | 8.7 | 35.4 |
| Ratio Peak Outflow to Predevelopment $\mathrm{Q}=$ | N/A | N/A | N/A | 1.4 | 1.1 | 0.3 | 0.7 | 1.1 | 1.7 |
| Structure Controlling Flow $=$ | Plate | Vertical Orifice 1 | Plate | Vertical Orifice 1 | Vertical Orifice 1 | Overflow Weir 1 | Overflow Weir 1 | Spillway | Spillway |
| Max Velocity through Grate 1 (fps) $=$ | N/A | N/A | N/A | N/A | N/A | 0.1 | 0.5 | 1.2 | 1.2 |
| Max Velocity through Grate 2 (fps) = | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Time to Drain 97\% of Inflow Volume (hours) = | 40 | 73 | 63 | 72 | 78 | 85 | 84 | 82 | 75 |
| Time to Drain $99 \%$ of Inflow Volume (hours) $=$ | 43 | 79 | 69 | 79 | 85 | 92 | 92 | 91 | 87 |
| Maximum Ponding Depth (ft) = | 1.77 | 3.94 | 3.09 | 3.74 | 4.22 | 4.84 | 5.04 | 5.30 | 5.70 |
| Area at Maximum Ponding Depth (acres) $=$ | 0.28 | 0.37 | 0.33 | 0.36 | 0.38 | 0.41 | 0.42 | 0.43 | 0.45 |
| Maximum Volume Stored (acre-ft) = | 0.271 | 0.966 | 0.670 | 0.890 | 1.067 | 1.310 | 1.396 | 1.506 | 1.681 |



Inflow Hydrographs
The user can override the calculated inflow hydrographs from this workbook with inflow hydrographs developed in a separate program

|  | SOURCE | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Interval | TIME | WQCV [cfs] | EURV [cfs] | 2 Year [cfs] | 5 Year [cfs] | 10 Year [cfs] | 25 Year [cfs] | 50 Year [cfs] | 100 Year [cfs] | 500 Year [cfs] |
| 5.00 min | 0:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.01 | 0.86 |
|  | 0:15:00 | 0.00 | 0.00 | 1.28 | 2.07 | 2.58 | 1.73 | 2.16 | 2.12 | 3.84 |
|  | 0:20:00 | 0.00 | 0.00 | 4.51 | 5.91 | 6.95 | 4.39 | 5.12 | 5.49 | 8.60 |
|  | 0:25:00 | 0.00 | 0.00 | 9.11 | 12.23 | 14.88 | 9.04 | 10.34 | 11.21 | 18.51 |
|  | 0:30:00 | 0.00 | 0.00 | 10.59 | 14.04 | 16.61 | 19.23 | 23.51 | 26.99 | 46.79 |
|  | 0:35:00 | 0.00 | 0.00 | 9.70 | 12.64 | 14.82 | 21.97 | 26.68 | 32.72 | 55.28 |
|  | 0:40:00 | 0.00 | 0.00 | 8.63 | 11.01 | 12.85 | 20.68 | 25.09 | 30.79 | 51.90 |
|  | 0:45:00 | 0.00 | 0.00 | 7.40 | 9.57 | 11.24 | 17.94 | 21.67 | 27.35 | 46.43 |
|  | 0:50:00 | 0.00 | 0.00 | 6.34 | 8.38 | 9.69 | 15.93 | 19.15 | 23.96 | 41.05 |
|  | 0:55:00 | 0.00 | 0.00 | 5.50 | 7.22 | 8.38 | 13.49 | 16.11 | 20.51 | 35.15 |
|  | 1:00:00 | 0.00 | 0.00 | 4.94 | 6.45 | 7.58 | 11.41 | 13.49 | 17.56 | 30.21 |
|  | 1:05:00 | 0.00 | 0.00 | 4.53 | 5.89 | 6.99 | 10.04 | 11.83 | 15.71 | 27.25 |
|  | 1:10:00 | 0.00 | 0.00 | 3.95 | 5.39 | 6.42 | 8.72 | 10.23 | 13.22 | 22.69 |
|  | 1:15:00 | 0.00 | 0.00 | 3.40 | 4.75 | 5.85 | 7.55 | 8.81 | 11.01 | 18.66 |
|  | 1:20:00 | 0.00 | 0.00 | 2.91 | 4.06 | 5.08 | 6.29 | 7.29 | 8.75 | 14.64 |
|  | 1:25:00 | 0.00 | 0.00 | 2.50 | 3.51 | 4.26 | 5.18 | 5.96 | 6.80 | 11.18 |
|  | 1:30:00 | 0.00 | 0.00 | 2.24 | 3.15 | 3.70 | 4.12 | 4.69 | 5.15 | 8.28 |
|  | 1:35:00 | 0.00 | 0.00 | 2.10 | 2.97 | 3.39 | 3.42 | 3.87 | 4.10 | 6.50 |
|  | 1:40:00 | 0.00 | 0.00 | 2.03 | 2.67 | 3.19 | 3.01 | 3.40 | 3.51 | 5.49 |
|  | 1:45:00 | 0.00 | 0.00 | 1.99 | 2.44 | 3.03 | 2.76 | 3.10 | 3.12 | 4.80 |
|  | 1:50:00 | 0.00 | 0.00 | 1.96 | 2.27 | 2.93 | 2.59 | 2.91 | 2.87 | 4.33 |
|  | 1:55:00 | 0.00 | 0.00 | 1.73 | 2.15 | 2.79 | 2.47 | 2.77 | 2.69 | 4.00 |
|  | 2:00:00 | 0.00 | 0.00 | 1.52 | 1.99 | 2.55 | 2.39 | 2.68 | 2.56 | 3.76 |
|  | 2:05:00 | 0.00 | 0.00 | 1.16 | 1.52 | 1.94 | 1.82 | 2.05 | 1.93 | 2.81 |
|  | 2:10:00 | 0.00 | 0.00 | 0.87 | 1.13 | 1.43 | 1.35 | 1.51 | 1.42 | 2.06 |
|  | 2:15:00 | 0.00 | 0.00 | 0.65 | 0.84 | 1.06 | 0.99 | 1.11 | 1.05 | 1.52 |
|  | 2:20:00 | 0.00 | 0.00 | 0.48 | 0.62 | 0.78 | 0.73 | 0.82 | 0.78 | 1.12 |
|  | 2:25:00 | 0.00 | 0.00 | 0.35 | 0.44 | 0.56 | 0.53 | 0.59 | 0.56 | 0.81 |
|  | 2:30:00 | 0.00 | 0.00 | 0.25 | 0.31 | 0.40 | 0.38 | 0.42 | 0.40 | 0.57 |
|  | 2:35:00 | 0.00 | 0.00 | 0.17 | 0.22 | 0.29 | 0.27 | 0.30 | 0.29 | 0.41 |
|  | 2:40:00 | 0.00 | 0.00 | 0.11 | 0.15 | 0.19 | 0.19 | 0.21 | 0.20 | 0.28 |
|  | 2:45:00 | 0.00 | 0.00 | 0.07 | 0.09 | 0.12 | 0.12 | 0.13 | 0.12 | 0.17 |
|  | 2:50:00 | 0.00 | 0.00 | 0.03 | 0.05 | 0.06 | 0.06 | 0.07 | 0.07 | 0.09 |
|  | 2:55:00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.02 | 0.03 | 0.03 | 0.03 | 0.03 |
|  | 3:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 |
|  | 3:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 6:00:00 | 0.00 | 0.00 | 0.00 | . 0 | . 0 | . 0 | 00 | . 00 | 0.00 |




## DETENTION BASIN OUTLET STRUCTURE DESIGN



User Input: Stage and Total Area of Each Orifice Row (numbered from lowest to highest)

|  | Row 1 (required) | Row 2 (optional) | Row 3 (optional) | Row 4 (optional) | Row 5 (optional) | Row 6 (optional) | Row 7 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | Row 8 (optional) 1



User Input: Overflow Weir (Dropbox with Flat or Sloped Grate and Outlet Pipe OR Rectangular/Trapezoidal Weir (and No Outlet Pipe)


User Input: Outlet Pipe w/ Flow Restriction Plate (Circular Orifice, Restrictor Plate, or Rectanqular Orifice)


| Spillway Invert Stage= | 6.73 | ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) |
| :---: | :---: | :---: |
| Spillway Crest Length = | 30.00 | feet |
| Spillway End Slopes = | 4.00 | H:V |
| Freeboard above Max Water Surface $=$ | 1.00 | feet |


|  | Calculated Parameters for Spillway |  |
| :---: | :---: | :---: |
| Spillway Design Flow Depth= | 0.50 | feet |
| Stage at Top of Freeboard = | 8.23 | feet |
| Basin Area at Top of Freeboard = | 0.44 | acre |
| Basin Volume at Top of Freeboard = | 2.02 | acre-ft |



MHFD-Detention, Version 4.04 (February 2021)




| S-A-V-D Chart Axis Override |  |  |  |
| ---: | :--- | :--- | :--- |
| minimum bound | X-axis | Left Y-Axis | Right Y-Axis |
| maximum bound |  |  |  |
|  |  |  |  |

Inflow Hydrographs
The user can override the calculated inflow hydrographs from this workbook with inflow hydrographs developed in a separate program

|  | SOURCE | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Interval | TIME | WQCV [cfs] | EURV [cfs] | 2 Year [cfs] | 5 Year [cfs] | 10 Year [cfs] | 25 Year [cfs] | 50 Year [cfs] | 100 Year [cfs] | 500 Year [cfs] |
| 5.00 min | 0:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.11 | 0.01 | 0.64 |
|  | 0:15:00 | 0.00 | 0.00 | 0.93 | 1.53 | 1.90 | 1.28 | 1.62 | 1.57 | 2.95 |
|  | 0:20:00 | 0.00 | 0.00 | 3.44 | 4.56 | 5.40 | 3.43 | 4.03 | 4.30 | 6.87 |
|  | 0:25:00 | 0.00 | 0.00 | 7.35 | 10.21 | 12.52 | 7.26 | 8.66 | 9.41 | 16.51 |
|  | 0:30:00 | 0.00 | 0.00 | 9.51 | 12.78 | 15.29 | 17.40 | 21.55 | 24.91 | 44.89 |
|  | 0:35:00 | 0.00 | 0.00 | 9.46 | 12.49 | 14.85 | 21.97 | 27.00 | 33.16 | 57.95 |
|  | 0:40:00 | 0.00 | 0.00 | 8.88 | 11.51 | 13.62 | 22.50 | 27.62 | 34.05 | 59.11 |
|  | 0:45:00 | 0.00 | 0.00 | 8.04 | 10.51 | 12.45 | 20.82 | 25.44 | 32.34 | 56.26 |
|  | 0:50:00 | 0.00 | 0.00 | 7.32 | 9.67 | 11.36 | 19.21 | 23.36 | 29.79 | 52.16 |
|  | 0:55:00 | 0.00 | 0.00 | 6.74 | 8.89 | 10.46 | 17.20 | 20.87 | 26.92 | 47.52 |
|  | 1:00:00 | 0.00 | 0.00 | 6.21 | 8.15 | 9.62 | 15.50 | 18.77 | 24.52 | 43.71 |
|  | 1:05:00 | 0.00 | 0.00 | 5.70 | 7.45 | 8.82 | 14.00 | 16.92 | 22.49 | 40.38 |
|  | 1:10:00 | 0.00 | 0.00 | 5.10 | 6.83 | 8.12 | 12.39 | 14.89 | 19.57 | 34.96 |
|  | 1:15:00 | 0.00 | 0.00 | 4.62 | 6.30 | 7.67 | 10.91 | 13.02 | 16.81 | 29.84 |
|  | 1:20:00 | 0.00 | 0.00 | 4.28 | 5.86 | 7.20 | 9.69 | 11.54 | 14.51 | 25.68 |
|  | 1:25:00 | 0.00 | 0.00 | 3.99 | 5.47 | 6.63 | 8.74 | 10.37 | 12.71 | 22.33 |
|  | 1:30:00 | 0.00 | 0.00 | 3.73 | 5.11 | 6.07 | 7.83 | 9.26 | 11.18 | 19.46 |
|  | 1:35:00 | 0.00 | 0.00 | 3.48 | 4.76 | 5.55 | 6.99 | 8.23 | 9.83 | 16.91 |
|  | 1:40:00 | 0.00 | 0.00 | 3.23 | 4.28 | 5.06 | 6.21 | 7.28 | 8.57 | 14.55 |
|  | 1:45:00 | 0.00 | 0.00 | 2.97 | 3.80 | 4.58 | 5.46 | 6.36 | 7.37 | 12.32 |
|  | 1:50:00 | 0.00 | 0.00 | 2.73 | 3.35 | 4.13 | 4.75 | 5.50 | 6.24 | 10.25 |
|  | 1:55:00 | 0.00 | 0.00 | 2.36 | 2.97 | 3.70 | 4.11 | 4.70 | 5.22 | 8.39 |
|  | 2:00:00 | 0.00 | 0.00 | 2.05 | 2.65 | 3.31 | 3.54 | 4.01 | 4.32 | 6.77 |
|  | 2:05:00 | 0.00 | 0.00 | 1.68 | 2.20 | 2.75 | 2.79 | 3.15 | 3.33 | 5.23 |
|  | 2:10:00 | 0.00 | 0.00 | 1.37 | 1.79 | 2.25 | 2.20 | 2.48 | 2.58 | 4.04 |
|  | 2:15:00 | 0.00 | 0.00 | 1.12 | 1.46 | 1.84 | 1.75 | 1.98 | 2.01 | 3.11 |
|  | 2:20:00 | 0.00 | 0.00 | 0.91 | 1.19 | 1.49 | 1.40 | 1.58 | 1.57 | 2.39 |
|  | 2:25:00 | 0.00 | 0.00 | 0.74 | 0.96 | 1.21 | 1.12 | 1.26 | 1.22 | 1.83 |
|  | 2:30:00 | 0.00 | 0.00 | 0.59 | 0.78 | 0.97 | 0.89 | 1.00 | 0.95 | 1.38 |
|  | 2:35:00 | 0.00 | 0.00 | 0.47 | 0.62 | 0.77 | 0.70 | 0.78 | 0.73 | 1.04 |
|  | 2:40:00 | 0.00 | 0.00 | 0.38 | 0.48 | 0.60 | 0.55 | 0.61 | 0.56 | 0.81 |
|  | 2:45:00 | 0.00 | 0.00 | 0.30 | 0.38 | 0.47 | 0.43 | 0.47 | 0.44 | 0.63 |
|  | 2:50:00 | 0.00 | 0.00 | 0.24 | 0.30 | 0.37 | 0.34 | 0.37 | 0.35 | 0.50 |
|  | 2:55:00 | 0.00 | 0.00 | 0.18 | 0.23 | 0.29 | 0.26 | 0.29 | 0.28 | 0.39 |
|  | 3:00:00 | 0.00 | 0.00 | 0.14 | 0.17 | 0.22 | 0.20 | 0.22 | 0.21 | 0.29 |
|  | 3:05:00 | 0.00 | 0.00 | 0.10 | 0.12 | 0.16 | 0.15 | 0.16 | 0.15 | 0.21 |
|  | 3:10:00 | 0.00 | 0.00 | 0.06 | 0.08 | 0.11 | 0.10 | 0.11 | 0.10 | 0.14 |
|  | 3:15:00 | 0.00 | 0.00 | 0.04 | 0.05 | 0.06 | 0.06 | 0.07 | 0.06 | 0.08 |
|  | 3:20:00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.03 | 0.03 | 0.04 | 0.03 | 0.04 |
|  | 3:25:00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
|  | 3:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 6:00:00 | 0.00 | 0.00 | 0.00 | . 0 | . 0 | 00 | 00 | . 00 | 0.00 |





User Input: Stage and Total Area of Each Orifice Row (numbered from lowest to highest)

|  | Row 1 (optional) | Row 2 (optional) | Row 3 (optional) | Row 4 (optional) | Row 5 (optional) | Row 6 (optional) | Row 7 (optional) | Row 8 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Stage of Orifice Centroid (ft) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Orifice Area (sq. inches) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |


| Stage of Orifice Centroid (ft) Orifice Area (sq. inches) | Row 9 (optional) | Row 10 (optional) | Row 11 (optional) | Row 12 (optional) | Row 13 (optional) | Row 14 (optional) | Row 15 (optional) | Row 16 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

User Input: Vertical Orifice (Circular or Rectanqular



User Input: Overflow Weir (Dropbox with Flat or Sloped Grate and Outlet Pipe OR Rectangular/Trapezoidal Weir (and No Outlet Pipe)



## Routed Hydrograph Results

The user can override the default CUHP hydrographs and runoff volumes by entering new values in the Inflow Hydrographs table (Columns W through AF).

|  | Wo | Cun dit | hydrographs | 崖 | etering new V | In the Infow | 50 Y | 5 W throug |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | WQCV | EURV | 2 Year | 5 Year | 10 Year | 25 Year | 50 Year | 100 Year | 500 Year |
| Design Storm Return Period $=$ One-Hour Rainfall Depth (in) $=$ CUHP Runoff Volume (acre-ft) = | N/A | N/A | 1.19 | 1.50 | 1.75 | 2.00 | 2.25 | 2.52 | 3.68 |
|  | 0.011 | 0.011 | 0.006 | 0.011 | 0.016 | 0.141 | 0.283 | 0.478 | 1.400 |
| Inflow Hydrograph Volume (acre-ft) = | N/A | N/A | 0.006 | 0.011 | 0.016 | 0.141 | 0.283 | 0.478 | 1.400 |
| CUHP Predevelopment Peak Q (cfs) $=$ OPTIONAL Override Predevelopment Peak Q (cfs) $=$ | N/A | N/A | 0.1 | 0.2 | 0.2 | 2.2 | 4.4 | 7.2 | 18.3 |
|  | N/A | N/A |  |  |  |  |  |  |  |
| Predevelopment Unit Peak Flow, q (cfs/acre) = | N/A | N/A | 0.01 | 0.02 | 0.02 | 0.20 | 0.39 | 0.64 | 1.63 |
|  | N/A | N/A | 0.1 | 0.2 | 0.2 | 2.2 | 4.4 | 7.2 | 18.3 |
| Peak Outflow Q (cfs) $=$ <br> Ratio Peak Outflow to Predevelopment $\mathrm{Q}=$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  | N/A | N/A | N/A | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Structure Controlling Flow = | Filtration Media | Filtration Media | Filtration Media | Filtration Media | Filtration Media | Filtration Media | N/A | N/A | N/A |
| Max Velocity through Grate 1 (fps) $=$ Max Velocity through Grate 2 (fps) $=$ | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Time to Drain $97 \%$ of Inflow Volume (hours) $=$ | 12 | 12 | 7 | 13 | 17 | 118 | >120 | $>120$ | $>120$ |
| Time to Drain 99\% of Inflow Volume (hours) = | 12 | 12 | 7 | 13 | 18 | $>120$ | $>120$ | $>120$ | $>120$ |
| Maximum Ponding Depth $(\mathrm{ft})=$ Area at Maximum Ponding Depth (acres) $=$ | 0.56 | 0.56 | 0.28 | 0.49 | 0.66 | 3.32 | 4.00 | 4.00 | 4.00 |
|  | 0.03 | 0.03 | 0.02 | 0.03 | 0.03 | 0.07 | 0.08 | 0.08 | 0.08 |
| Maximum Volume Stored (acre-ft) $=$ | 0.011 | 0.011 | 0.004 | 0.009 | 0.014 | 0.138 | 0.188 | 0.188 | 0.188 |



Inflow Hydrographs
The user can override the calculated inflow hydrographs from this workbook with inflow hydrographs developed in a separate program

|  | SOURCE | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | UH |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Interval | TIME | WQCV [cfs] | EURV [cfs] | 2 Year [cfs] | 5 Year [cfs] | 10 Year [cfs] | 25 Year [cfs] | 50 Year [cfs] | 100 Year [cfs] | 500 Year [cfs] |
| 5.00 min | 0:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
|  | 0:25:00 | 0.00 | 0.00 | 0.05 | 0.12 | 0.17 | 0.03 | 0.06 | 0.09 | 0.28 |
|  | 0:30:00 | 0.00 | 0.00 | 0.09 | 0.18 | 0.24 | 0.97 | 2.51 | 3.80 | 11.55 |
|  | 0:35:00 | 0.00 | 0.00 | 0.09 | 0.17 | 0.24 | 2.11 | 4.12 | 6.68 | 16.94 |
|  | 0:40:00 | 0.00 | 0.00 | 0.08 | 0.15 | 0.21 | 2.20 | 4.39 | 7.19 | 18.27 |
|  | 0:45:00 | 0.00 | 0.00 | 0.07 | 0.13 | 0.18 | 2.00 | 3.96 | 6.76 | 17.72 |
|  | 0:50:00 | 0.00 | 0.00 | 0.06 | 0.11 | 0.16 | 1.76 | 3.49 | 5.98 | 16.60 |
|  | 0:55:00 | 0.00 | 0.00 | 0.05 | 0.10 | 0.14 | 1.54 | 3.07 | 5.27 | 15.15 |
|  | 1:00:00 | 0.00 | 0.00 | 0.05 | 0.09 | 0.12 | 1.35 | 2.68 | 4.61 | 13.80 |
|  | 1:05:00 | 0.00 | 0.00 | 0.04 | 0.08 | 0.11 | 1.19 | 2.37 | 4.08 | 12.86 |
|  | 1:10:00 | 0.00 | 0.00 | 0.04 | 0.07 | 0.10 | 1.06 | 2.10 | 3.63 | 11.50 |
|  | 1:15:00 | 0.00 | 0.00 | 0.03 | 0.06 | 0.09 | 0.94 | 1.87 | 3.21 | 10.17 |
|  | 1:20:00 | 0.00 | 0.00 | 0.03 | 0.05 | 0.08 | 0.82 | 1.63 | 2.81 | 8.87 |
|  | 1:25:00 | 0.00 | 0.00 | 0.02 | 0.04 | 0.07 | 0.70 | 1.39 | 2.41 | 7.64 |
|  | 1:30:00 | 0.00 | 0.00 | 0.02 | 0.04 | 0.06 | 0.59 | 1.16 | 2.01 | 6.43 |
|  | 1:35:00 | 0.00 | 0.00 | 0.02 | 0.04 | 0.05 | 0.50 | 0.99 | 1.71 | 5.54 |
|  | 1:40:00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.05 | 0.44 | 0.88 | 1.51 | 4.90 |
|  | 1:45:00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.04 | 0.40 | 0.79 | 1.36 | 4.36 |
|  | 1:50:00 | 0.00 | 0.00 | 0.01 | 0.03 | 0.04 | 0.36 | 0.71 | 1.22 | 3.87 |
|  | 1:55:00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.03 | 0.32 | 0.63 | 1.09 | 3.42 |
|  | 2:00:00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.03 | 0.28 | 0.55 | 0.95 | 2.99 |
|  | 2:05:00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.02 | 0.24 | 0.47 | 0.82 | 2.57 |
|  | 2:10:00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.20 | 0.40 | 0.68 | 2.18 |
|  | 2:15:00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.16 | 0.32 | 0.55 | 1.79 |
|  | 2:20:00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.12 | 0.24 | 0.42 | 1.40 |
|  | 2:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.08 | 0.16 | 0.29 | 1.01 |
|  | 2:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.08 | 0.15 | 0.62 |
|  | 2:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.06 | 0.35 |
|  | 2:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.21 |
|  | 2:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.13 |
|  | 2:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 |
|  | 2:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
|  | 3:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
|  | 3:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
|  | 3:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 6:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |




## DETENTION BASIN OUTLET STRUCTURE DESIGN



User Input: Stage and Total Area of Each Orifice Row (numbered from lowest to highest)

|  | Row 1 (optional) | Row 2 (optional) | Row 3 (optional) | Row 4 (optional) | Row 5 (optional) | Row 6 (optional) | Row 7 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | Row 8 (optional) 1


| Stage of Orifice Centroid (ft) Orifice Area (sq. inches) | Row 9 (optional) | Row 10 (optional) | Row 11 (optional) | Row 12 (optional) | Row 13 (optional) | Row 14 (optional) | Row 15 (optional) | Row 16 (optional) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

User Input: Vertical Orifice (Circular or Rectangular)

|  | Not Selected | Not Selected | ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) |
| :---: | :---: | :---: | :---: |
|  | N/A | N/A |  |
| Depth at top of Zone using Vertical Orifice $=$ | N/A | N/A | ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) |
| Vertical Orifice Diameter $=$ | N/A | N/A | inches |


|  | Calculated Parameters for Vertical Orifice |  |  |
| :---: | :---: | :---: | :---: |
|  | Not Selected | Not Selected |  |
| Vertical Orifice Area $=$ | N/A | N/A | $\mathrm{ft}^{2}$ |
| Vertical Orifice Centroid $=$ | N/A | N/A |  |

User Input: Overflow Weir (Dropbox with Flat or Sloped Grate and Outlet Pipe OR Rectangular/Trapezoidal Weir (and No Outlet Pipe)

|  | Zone 2 Weir | Zone 3 Weir | t (relat |
| :---: | :---: | :---: | :---: |
| Overflow Weir Front Edge Height, Ho = Overflow Weir Front Edge Length = | 4.80 | 0.00 |  |
|  | 3.00 |  | feet |
| Overflow Weir Grate Slope = | 0.00 |  | $\mathrm{H}: \mathrm{V}$ |
| Horiz. Length of Weir Sides $=$ | 3.00 |  | eet |
| Overflow Grate Type = | Type C Grate |  |  |
| Debris Clogging \% = | 50\% |  | \% |




| Spillway Invert Stage= | 5.00 | ft (relative to basin bottom at Stage $=0 \mathrm{ft}$ ) |
| :---: | :---: | :---: |
| Spillway Crest Length = | 2.10 | feet |
| Spillway End Slopes = | 4.00 | H:V |
| Freeboard above Max Water Surface $=$ | 1.00 | feet |



DETENTION BASIN OUTLET STRUCTURE DESIGN
MHFD-Detention, Version 4.04 (February 2021)




| S-A-V-D Chart Axis Override | Left Y-Axis | Right Y-Axis |  |
| ---: | ---: | ---: | ---: |
| $\begin{array}{c}\text { minimum bound } \\ \text { maximum bound }\end{array}$ |  |  |  |
|  |  |  |  |

Inflow Hydrographs
The user can override the calculated inflow hydrographs from this workbook with inflow hydrographs developed in a separate program.

|  | SOURCE | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP | CUHP |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Interval | TIME | WQCV [cfs] | EURV [cfs] | 2 Year [cfs] | 5 Year [cfs] | 10 Year [cfs] | 25 Year [cfs] | 50 Year [cfs] | 100 Year [cfs] | 500 Year [cfs] |
| 5.00 min | 0:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 0:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.14 |
|  | 0:15:00 | 0.00 | 0.00 | 0.22 | 0.35 | 0.43 | 0.29 | 0.36 | 0.35 | 0.64 |
|  | 0:20:00 | 0.00 | 0.00 | 0.77 | 1.01 | 1.18 | 0.74 | 0.86 | 0.92 | 1.44 |
|  | 0:25:00 | 0.00 | 0.00 | 1.56 | 1.99 | 2.33 | 1.54 | 1.75 | 1.85 | 2.78 |
|  | 0:30:00 | 0.00 | 0.00 | 1.82 | 2.27 | 2.60 | 2.81 | 3.18 | 3.47 | 5.13 |
|  | 0:35:00 | 0.00 | 0.00 | 1.71 | 2.12 | 2.41 | 3.09 | 3.49 | 3.99 | 5.88 |
|  | 0:40:00 | 0.00 | 0.00 | 1.57 | 1.92 | 2.19 | 3.01 | 3.39 | 3.88 | 5.70 |
|  | 0:45:00 | 0.00 | 0.00 | 1.39 | 1.72 | 1.98 | 2.75 | 3.10 | 3.62 | 5.32 |
|  | 0:50:00 | 0.00 | 0.00 | 1.23 | 1.56 | 1.77 | 2.53 | 2.86 | 3.33 | 4.88 |
|  | 0:55:00 | 0.00 | 0.00 | 1.09 | 1.38 | 1.58 | 2.25 | 2.54 | 3.00 | 4.40 |
|  | 1:00:00 | 0.00 | 0.00 | 0.97 | 1.23 | 1.43 | 1.99 | 2.24 | 2.71 | 3.98 |
|  | 1:05:00 | 0.00 | 0.00 | 0.90 | 1.14 | 1.33 | 1.78 | 2.01 | 2.47 | 3.62 |
|  | 1:10:00 | 0.00 | 0.00 | 0.81 | 1.07 | 1.26 | 1.59 | 1.79 | 2.16 | 3.16 |
|  | 1:15:00 | 0.00 | 0.00 | 0.72 | 0.98 | 1.19 | 1.44 | 1.62 | 1.90 | 2.78 |
|  | 1:20:00 | 0.00 | 0.00 | 0.65 | 0.88 | 1.09 | 1.27 | 1.43 | 1.62 | 2.37 |
|  | 1:25:00 | 0.00 | 0.00 | 0.58 | 0.79 | 0.95 | 1.11 | 1.25 | 1.37 | 2.01 |
|  | 1:30:00 | 0.00 | 0.00 | 0.51 | 0.70 | 0.83 | 0.95 | 1.07 | 1.15 | 1.69 |
|  | 1:35:00 | 0.00 | 0.00 | 0.45 | 0.63 | 0.72 | 0.80 | 0.90 | 0.96 | 1.40 |
|  | 1:40:00 | 0.00 | 0.00 | 0.42 | 0.55 | 0.66 | 0.68 | 0.76 | 0.80 | 1.17 |
|  | 1:45:00 | 0.00 | 0.00 | 0.40 | 0.50 | 0.61 | 0.60 | 0.67 | 0.68 | 1.00 |
|  | 1:50:00 | 0.00 | 0.00 | 0.39 | 0.46 | 0.59 | 0.54 | 0.61 | 0.61 | 0.90 |
|  | 1:55:00 | 0.00 | 0.00 | 0.35 | 0.43 | 0.56 | 0.51 | 0.57 | 0.57 | 0.83 |
|  | 2:00:00 | 0.00 | 0.00 | 0.31 | 0.40 | 0.51 | 0.49 | 0.55 | 0.53 | 0.78 |
|  | 2:05:00 | 0.00 | 0.00 | 0.24 | 0.32 | 0.41 | 0.38 | 0.43 | 0.42 | 0.61 |
|  | 2:10:00 | 0.00 | 0.00 | 0.19 | 0.25 | 0.32 | 0.30 | 0.33 | 0.32 | 0.47 |
|  | 2:15:00 | 0.00 | 0.00 | 0.15 | 0.19 | 0.25 | 0.23 | 0.26 | 0.24 | 0.36 |
|  | 2:20:00 | 0.00 | 0.00 | 0.11 | 0.15 | 0.19 | 0.18 | 0.20 | 0.19 | 0.27 |
|  | 2:25:00 | 0.00 | 0.00 | 0.09 | 0.11 | 0.14 | 0.13 | 0.15 | 0.14 | 0.21 |
|  | 2:30:00 | 0.00 | 0.00 | 0.07 | 0.08 | 0.11 | 0.10 | 0.11 | 0.11 | 0.16 |
|  | 2:35:00 | 0.00 | 0.00 | 0.05 | 0.06 | 0.08 | 0.07 | 0.08 | 0.08 | 0.12 |
|  | 2:40:00 | 0.00 | 0.00 | 0.04 | 0.05 | 0.06 | 0.06 | 0.06 | 0.06 | 0.09 |
|  | 2:45:00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.04 | 0.04 | 0.05 | 0.05 | 0.07 |
|  | 2:50:00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.03 | 0.03 | 0.03 | 0.03 | 0.05 |
|  | 2:55:00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.02 | 0.02 | 0.02 | 0.03 |
|  | 3:00:00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 |
|  | 3:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 |
|  | 3:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 3:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 4:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:05:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:10:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:15:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:20:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:25:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:30:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:35:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:40:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:45:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:50:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 5:55:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 6:00:00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## APPENDIX F

## Drainage Maps







