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Cottonwood Creek
Drainage Basin Planning Study

City of Colorado Springs and El Paso County

APPENDIX B

SUPPORTING DOCUMENTATION

JUNE 9, 1994

SCANNED

**COTTONWOOD CREEK
DRAINAGE BASIN PLANNING STUDY
APPENDIX B
AUGUST 24, 1992
EXISTING FACILITY INVENTORY**

COTTONWOOD CREEK DBPS - EXISTING FACILITY INVENTORY - 8-24-1992

STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 1	M8	STR 21 TO STR 2	36"	RCP		300'	CITY					
13 - AN - 2	M8	LEXINGTON DR-S SIDE					CITY					DE
13 - PIP - 3	M8	STR 2 TO STR 4	42"	RCP		280'	CITY					
13 - AN - 4	M8	LEXINGTON DR-S SIDE					CITY					DE
13 - PIP - 5	M8	STR 4 TO STR 8	18"	RCP		40'	CITY					DIFF
13 - INL - 6	M8	LEXINGTON DR-S CURB	4'				CITY					SUMP
13 - PIP - 7	M8	STR 4 TO STR 42	42"	RCP		875'	CITY					1/2 SILTED
13 - PIP - 8	M8	STR 5 TO STR 9				20'	CITY					
13 - INL - 9	M8	LEXINGTON DR-N CURB	10'				CITY					SUMP
13 - PIP - 10	M8	STR 2 TO STR 47	36"	RCP		350'	CITY					DE
13 - INL - 11	M8	WOODLAND HILLS DR-S	14"	D-10-R			CITY					
13 - PIP - 12	M8	STR 11 STR 13	24"	RCP	3.43	57'	CITY					
13 - INL - 13	M8	WOODLAND HILLS DR-N	14"	D-10-4			CITY					DEBRIS
13 - PIP - 14	M8	STR 13 TO STR 15	32" X 48" HE	RCP	1.00	92'	CITY					
13 - AN - 15	M8	WOODLAND HILLS NO.8					CITY					DE
13 - PIP - 16	M8	STR 15 TO STR 17	30"	RCP	9.68	250'	CITY					
13 - AN - 17	M8	WOODLAND HILLS NO.9					CITY					DE
13 - PIP - 18	M8	STR 17 TO STR 19	30"	RCP	4.95	400'	CITY					
13 - AN - 19	M8	WOODLAND HILLS NO.9					CITY					DE
13 - PIP - 20	M8	STR 19 TO STR 21	30"	RCP	4.95	340'	CITY					
13 - AN - 21	M8	WOODLAND HILLS NO. 9					CITY					DE
13 - PIP - 22	M8	E WOODLAND NO. 3	18"	RCP	.54	133'	CITY					
13 - PIP - 23	M8	STR 11 TO STR 24	24"	RCP	3.43	83'	CITY					
13 - AN - 24	M8	WOODLAND HILLS DR-S					CITY					DE
13 - PIP - 25	M8	STR 24 TO STR 28	24"	RCP	1.8	205'	CITY					
13 - AN - 26	M8	WOODLAND HILLS DR-S					CITY					DE
13 - PIP - 27	M8	STR 28 TO STR 34	18"	RCP	1.6	130'	CITY					
13 - PIP - 28	M8	STR 23 TO STR 29	18"	RCP	1.6	42'	CITY					
13 - INL - 29	M8	WOODLAND HILLS DR-N	14"	D-10-R			CITY					
13 - PIP - 30	M8	STR 24 TO STR 31	18"	RCP	1.6	42'	CITY					
13 - INL - 31	M8	WOODLAND HILLS DR-N	14"	D-10-R			CITY					
13 - PIP - 32	M8	STR 26 TO STR 33	18"	RCP	1.8	42'	CITY					
13 - INL - 33	M8	WOODLAND HILLS DR-N	12"	D-10-R			CITY					
13 - INL - 34	M8	WOODLAND HILLS DR-N	12"	D-10-R			CITY					
13 - PIP - 35	M8	WOODMEN RD AT TAOS	30"	RCP		1000'	CITY					
13 - PIP - 36	M8	TAOS DR. TO STR 35	30"	RCP	4	600'	CITY					DIFF
13 - AN - 37	M8	TAOS DR. & SHRIDER					CITY					OFFSET
13 - PIP - 38	M8	STR 37 TO STR 39	30"	RCP	10	225'	CITY					
13 - INL - 39	M8	SW LIBERTY BELL DR W	20"				CITY					
13 - PIP - 40	M8	STR 39 TO STR 41	30"	RCP	3	50'	CITY					
13 - INL - 41	M8	SW LIBERTY BELL DR E	8'				CITY					DIFF
13 - PIP - 42	M8	TAOS DR AND SHRIDER	20" x 28"	CMP		75'	CITY					
13 - INL - 43	M8	WOODMEN RD & TAOS DR	8'				CITY					OFFSET
13 - PIP - 44	M8	STR 43 TO STR 35		RCP	1	80'	CITY					
13 - INL - 45	M8	STR 43 TO STR 35	6'				CITY					DE
13 - PIP - 46	M8	STR 45 TO STR 35		RCP	1	85'	CITY					DE
13 - INL - 47	M8	WOODLAND HILLS 8					CITY					
13 - AN - 48	M8	WOODLAND HILLS 8					CITY					1/2 DEBRIS
13 - PIP - 49	M8	STR 46 TO STR 52	72"	CMP		75'	CITY					
13 - PIP - 50	M8	STR 51 TO STR 49	18"	RCP		85'	CITY					
13 - INL - 51	M8	S SIDE OF WOODMEN RD	6'	SUMP			CITY					
13 - INL - 52	M8	CENTER OF WOODMEN RD	4'				CITY					

COTTONWOOD CREEK DBPS - EXISTING FACILITY INVENTORY - 8-24-1992

STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICT NUMBER
13 - PIP - 53	M8	STR 52 TO STR 54	18"	RCP		85'	CITY					
13 - INL - 54	M8	CENTER OF WOODMEN RD	8"	SUMP			CITY					
13 - PIP - 55	M8	STR 52 TO STR 56	30"	RCP	.5	180'	CITY					
13 - AN - 56	M8	N SIDE OF WOODMEN RD					CITY					DIFF
13 - PIP - 57	M8	STR 56 TO STR 58	18"	RCP		50'	CITY					DE
13 - INL - 58	M8	BRIARGATE NO. 31	8"	SUMP			CITY					DE
13 - INL - 59	M8	STR 61 TO 58		GRATE		100'	CITY					DE
13 - PIP - 60	M8	STR 58 TO 61	18"	RCP		50'	CITY					DE
13 - INL - 61	M8	BRIARGATE NO. 31	10"	SUMP			CITY					DE
13 - PIP - 62	M8	STR 58 TO STR 63	24"	RCP		200'	CITY					DE
13 - AN - 63	M8	BRIARGATE NO. 31	5"				CITY					DE
13 - PIP - 64	M8	STR 63 TO STR 65	24"	RCP		350'	CITY					DE
13 - INL - 65	M8	BRIARGATE NO. 31	8"	SUMP			CITY					DE
13 - PIP - 66	M8	STR 65 TO STR 67	24"	RCP		100'	CITY					DE
13 - INL - 67	M8	BRIARGATE NO. 31	4"	SUMP			CITY					
13 - PIP - 68	M8	STR 67 TO STR 69	24"	RCP		40'	CITY					
13 - INL - 69	M8	NW CORNER BRIAR 31	10"				CITY					
13 - PIP - 70	M8	STR 68 TO STR 71	24"	RCP			CITY					
13 - INL - 71	N8	INT OF WOOD RD & S L	8"				CITY					
13 - PIP - 72	N8	CTR 71 TO STR 73	18"	RCP			CITY					DIFF
13 - INL - 73	N8	BRIARGATE NO. 31	8"				CITY					DE
13 - PIP - 74	N8	STR 75 TO 72	18"	RCP			CITY					DE
13 - INL - 75	N8	CENTER OF S LOOP RD	8"	SUMP			CITY					DE
13 - PIP - 76	N8	STR 71 TO STR 78	18"	RCP			CITY					DE
13 - PIP - 77	N8	STR 78 TO 78	18"	RCP			CITY					
13 - INL - 78	N8	BRIARGATE NO. 31	4"	SUMP			CITY					DIFF
13 - INL - 79	N8	INT WOODMEN & RANGE	8"				CITY					
13 - INL - 80	N8	SW COR. BRIARGATE 38	8"				CITY					
13 - PIP - 81	N8	STR 80 TO 95	18"	RCP			CITY					DE
13 - INL - 82	N8	S END BRIARGATE 38	8"	SUMP			CITY					DIFF
13 - PIP - 83	N8	STR 84 TO 84	24"	RCP			CITY					
13 - INL - 84	N8	BRIARGATE NO. 38	10"	SUMP			CITY					DE
13 - PIP - 85	N8	STR 84 TO STR 86	24"	RCP			CITY					DE
13 - INL - 86	N8	BRIARGATE NO. 38	10"	SUMP			CITY					DE
13 - PIP - 87	N8	STR 88 TO 84	18"	RCP			CITY					DE
13 - INL - 88	N8	BRIARGATE NO. 38	4"				CITY					DE
13 - INL - 89	N8	N SIDE WOODMEN RD.	8"				CITY					DE
13 - INL - 90	N8	CENTER WOODMEN RD.	8"				CITY					
13 - PIP - 91	N8	STR 90 TO 96	18"	RCP			CITY					
13 - INL - 92	N8	S. CURB WOODMEN RD	4"				CITY					
13 - PIP - 93	N8	STR 92 TO STR 94	18"	RCP			CITY					
13 - PIP - 94	N8	95 TO 97	72"	CMP			CITY					
13 - PIP - 95	N8	BRIARGATE NO. 38	36"	RCP			CITY					
13 - PIP - 96	N8	STR 89 TO 94	24"	RCP			CITY					
13 - PIP - 97	N8	94 TO DYSAN	42"	RCP	.5	275'	CITY					
13 - AN - 98	N8	UNPLATTED DYSAN NO 1					CITY					
13 - PIP - 99	N8	97 TO STR 100	24"	RCP		25'	CITY					DE
13 - INL - 100	N8	UNPLATTED DYSAN NO 1	10'	D-10-R			CITY					
13 - PIP - 101	N8	97 TO STR 102	24"	RCP		10'	CITY					DE
13 - INL - 102	N8	N SIDE OF DISC DR	10'	D-10-R			CITY					
13 - PIP - 103	N8	98 TO STR 106	42"	RCP		75'	CITY					
13 - PIP - 104	N8	107 TO STR 105	24"	RCP		90'	CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JUNSDICT NUMBER
13 - INL - 106	NB	S SIDE OF DISC DR	10'	D-10-R			CITY					
13 - AN - 106	NB	CENTER DISC DR					CITY					
13 - PIP - 107	NB	STR 106 TO STR 108	42"	RCP	.7	340'	CITY					
13 - AN - 108	NB	NW CORNER DYSAN NO 1					CITY					DE
13 - PIP - 109	NB	STR 108 TO 113	42"	RCP		170'	CITY					
13 - INL - 110	NB	RANGEWOOD & DISC DR	10'	M			CITY				DEBRIS	
13 - PIP - 111	NB	STR 110 TO 112	21"	RCP		170'	CITY					
13 - PIP - 112	NB	111 TO STR 113	42"	RCP	.7	150'	CITY					
13 - AN - 113	NB	CEN OF RANGEWOOD DR					CITY					DE
13 - PIP - 114	NB	STR 113 TO STR 116	42"	RCP	5.4	230'	CITY					DE
13 - AN - 116	NB	CEN OF RANGEWOOD DR					CITY					DE
13 - PIP - 118	NB	116 TO STR 117	30"	RCP	1.4	50'	CITY					DE
13 - AN - 117	NB	W OF RANGEWOOD DR					CITY					DE
13 - PIP - 118	NB	STR 121 TO 116	30"	RCP	1.4	100'	CITY					DIFF
13 - PIP - 119	NB	118 TO STR 120	21"	RCP		15'	CITY					
13 - AN - 120	NB	DYSAN NO. 1					CITY					DIFF
13 - PIP - 121	NB	118 TO STR 122	30"	RCP		350'	CITY					
13 - AN - 122	NB	NW DYSAN NO. 1					CITY					
13 - PIP - 123	NB	STR 122 TO STR 124	21"	RCP		20'	CITY					
13 - INL - 124	NB	NW DYSAN NO. 1	8'	D-10-R			CITY					
13 - PIP - 126	NB	STR 122 TO STR 128	30"	RCP		380'	CITY					
13 - AN - 128	NB	N DYSAN NO. 1					CITY					
13 - PIP - 127	NB	STR 128 TO 128	21"	RCP		25'	CITY					
13 - PIP - 128	NB	127 TO 131	21"	RCP	2.4	80'	CITY					
13 - PIP - 129	NB	128 TO 130	18"	RCP		70'	CITY					
13 - INL - 130	NB	N DYSAN NO. 1	2' X 2'	D-13-R			CITY					DIFF
13 - PIP - 131	NB	128 TO STR 132	21"	RCP		70'	CITY					DE
13 - INL - 132	NB	DYSAN NO. 1	8'	D-10-R			CITY					DE
13 - PIP - 133	NB	N. DYSAN NO. 1	24"	RCP		410'	CITY					DE
13 - AN - 134	NB	N. DYSAN					CITY					DE
13 - PIP - 135	NB	STR 134 TO 138	18"	RCP	5.5	155'	CITY					DE
13 - PIP - 136	NB	135 TO STR 137	18"	RCP		25'	CITY					DE
13 - INL - 137	NB	N. DYSAN NO. 1	8'	D-10-R			CITY					DE
13 - PIP - 138	NB	135 TO STR 140	18"	RCP		150'	CITY					DE
13 - INL - 139	NB	N. DYSAN NO. 1	8'	D-10-R			CITY					DE
13 - PIP - 140	NB	STR 116 TO STR 143	42"	RCP	1.0	400'	CITY					DE
13 - PIP - 141	NB	140 TO STR 142	18"	RCP		30'	CITY					
13 - INL - 142	NB	E RANGEWOOD DR.	8'	M			CITY					
13 - AN - 143	NB	CENTER RANGEWOOD DR.					CITY					DE
13 - PIP - 144	NB	STR 143 TO STR 149	42"	RCP		330'	CITY					
13 - PIP - 145	NB	144 TO STR 148	18"	RCP		80'	CITY					DE
13 - AN - 146	NB	E. DYSAN NO. 1					CITY					DE
13 - PIP - 147	NB	STR 148 TO STR 149	18"	RCP		40'	CITY					DE
13 - INL - 148	NB	E. DYSAN NO. 1	8'	D-10-R			CITY					DE
13 - AN - 149	NB	CENTER RANGEWOOD DR.					CITY					DE
13 - PIP - 150	NB	STR 149 TO STR 155	42"	RCP	1.2	400'	CITY					
13 - PIP - 151	NB	150 TO STR 152	18"	RCP		80'	CITY					
13 - INL - 152	NB	RANGEWOOD DR.	10'	M			CITY					
13 - PIP - 153	NB	150 TO STR 154	18"	RCP		30'	CITY					
13 - INL - 154	NB	RANGEWOOD AND DISC DR.	8'				CITY					DE
13 - AN - 155	NB	CENTER RANGEWOOD DR.					CITY					
13 - PIP - 156	NB	STR 156 TO STR 157	42"	RCP	1.1	400'	CITY					DE

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13 - AN - 157	N8	CENTER RANGEWOOD					CITY					DE
13 - OUT - 158	N8	SE DYSAN FROM 180	45 CY 24"	RPRP			CITY					DE
13 - PIP - 159	N8	STR 158 TO STR 162	27"	RCP	0.25	100'	CITY					DE
13 - PIP - 160	N8	159 TO STR 161	18"	RCP		20'	CITY					DE
13 - INL - 161	N8	DYSAN 1 S OF DISC DR.	8"	D-10-R			CITY					DE
13 - AN - 162	N8	S DYSAN NO. 1					CITY					DE
13 - PIP - 163	N8	STR 162 TO STR 168	24"	RCP	1.8	280'	CITY					DE
13 - PIP - 164	N8	163 TO STR 165	18"	RCP		20'	CITY					DE
13 - INL - 165	N8	S DYSAN NO. 2	8"	D-10-R			CITY					DE
13 - PIP - 166	N8	163 TO STR 167	18"	RCP		30'	CITY					DE
13 - INL - 167	N8	S DYSAN NO. 2	8"	D-10-R			CITY					DE
13 - AN - 168	N8	S DYSAN NO. 2					CITY					DE
13 - PIP - 169	N8	STR 168 TO STR 172	21"	RCP		110'	CITY					DE
13 - PIP - 170	N8	STR 168 TO STR 171	18"	RCP		130'	CITY					DE
13 - INL - 171	N8	S DYSAN NO. 2	8"	D-10-R			CITY					DE
13 - INL - 172	N8	S DYSAN NO. 2	8"	D-10-R			CITY					DE
13 - OUT - 173	N8	E DYSAN FROM 176	45 CY 24"	RPRP			CITY					DE
13 - PIP - 174	N8	176 TO STR 175	21"	RCP		30'	CITY					DE
13 - INL - 175	N8	SE DYSAN AND DISC DR.	8"	D-10-R			CITY					DE
13 - PIP - 176	N8	STR 173 TO STR 178	27"	RCP	3	60'	CITY					DE
13 - AN - 177	N8	CENTER DISC DR.					CITY					DE
13 - PIP - 178	N8	STR 177 TO STR 179	21"	RCP		30'	CITY					DE
13 - INL - 179	N8	SE DYSAN AND DISC DR.	8"	D-10-R			CITY					DE
13 - PIP - 180	N8	178 TO STR 181	27"	RCP	3.4	130'	CITY					DE
13 - AN - 181	N8	SE DYSAN 50 FT FROM DISC					CITY					DE
13 - PIP - 182	N8	STR 181 TO STR 183	21"	RCP		45'	CITY					DE
13 - INL - 183	N8	SE DYSAN NO. 2	8"	D-10-R			CITY					DE
13 - PIP - 184	N8	STR 181 TO STR 185	18"	RCP		15'	CITY					DE
13 - INL - 185	N8	SE DYSAN NO. 2	8"	D-10-R			CITY					DE
13 - PIP - 186	N8	STR 181 TO STR 188	21"	RCP	4.4	190'	CITY					DE
13 - PIP - 187	N8	186 TO STR 188	18"	RCP		50'	CITY					DE
13 - INL - 188	N8	SE DYSAN NO. 2	8"	D-10-R			CITY					DE
13 - AN - 189	N8	E DYSAN 130 FT FROM DISC DR.					CITY					DE
13 - PIP - 190	N8	STR 189 TO STR 191	21"	RCP	2.1	250'	CITY					DE
13 - AN - 191	N8	E DYSAN NO. 2					CITY					DE
13 - PIP - 192	N8	STR 191 TO STR 193	21"	RCP		80'	CITY					DE
13 - INL - 193	N8	E DYSAN NO. 2	10"	D-10-R			CITY					DE
13 - OUT - 194	N8	NE DYSAN FROM 195	45 CY 24"	RPRP			CITY					DE
13 - PIP - 195	N8	STR 194 TO STR 198	27"	RCP	5.2	110'	CITY					DE
13 - AN - 196	N8	NE DYSAN CENTER DISC DR.					CITY					DE
13 - PIP - 197	N8	198 TO STR 198	21"	RCP		15'	CITY					DE
13 - INL - 198	N8	NE DYSAN	8"	D-10-R			CITY					DE
13 - PIP - 199	N8	STR 198 TO STR 202	27"	RCP	2.8	85'	CITY					DE
13 - PIP - 200	N8	199 TO STR 201	21"	RCP		20'	CITY					DE
13 - INL - 201	N8	NE DYSAN 50 FT FROM DISC DR.	8"				CITY					DE
13 - AN - 202	N8	NE DYSAN					CITY					DE
13 - PIP - 203	N8	205 TO STR 204	24"	RCP		20'	CITY					DE
13 - INL - 204	N8	NE DYSAN	8"	D-10-R			CITY					DE
13 - PIP - 205	N8	STR 202 TO STR 208	24"	RCP	1.3	430'	CITY					DE
13 - AN - 206	N8	NE DYSAN					CITY					DE
13 - PIP - 207	N8	STR 206 TO STR 208	21"	RCP	2.4	145'	CITY					DE
13 - AN - 208	N8	NE DYSAN					CITY					DE

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13 - PIP - 209	N8	STR 208 TO STR 212	18"	RCP		40'	CITY					DE
13 - INL - 210	N8	STR 208 TO STR 212	8"	D-10-R			CITY					DE
13 - PIP - 211	N8	STR 208 TO STR 212	21"	RCP		110'	CITY					DE
13 - INL - 212	N8	NE DYSAN	8"	D-10-R			CITY					
13 - OUT - 213	M8	WOODLAND 10 AND CTTN CREEK	50 CY	G RIP			CITY					
13 - OUT - 214	M8	WOODLAND 10 AND CTTN CREEK	100 CY	G RIP			CITY					
13 - PIP - 215	M8	214 TO STR 218	48"	RCP		175'	CITY					
13 - INL - 218	M8	S SIDE BEECHWOOD CT	8"	D-10-R			CITY					
13 - INL - 217	M8	N SIDE BEECHWOOD CT	8"	D-10-R			CITY					
13 - INL - 218	M8	CENTER BEECHWOOD CT					CITY					
13 - AN - 219	M8	WOODLAND NO. 6	48"	RCP		225'	CITY					
13 - PIP - 220	M8	CENTER HAZELWOOD CT					CITY					
13 - AN - 221	M8	CTR 220 TO STR 222	48"	RCP		150'	CITY					
13 - PIP - 222	M8	HAZELWOOD CT AND CHURCHWOOD	8"	D-10-R			CITY					
13 - INL - 223	M8	HAZELWOOD CT AND CHURCHWOOD	8"	D-10-R			CITY					
13 - PIP - 224	M8	STR 220 TO STR 11	48"	RCP		120'	CITY					
13 - PIP - 225	M8	214 TO STR 228	18"	RCP	0.4	150'	CITY					
13 - INL - 226	M8	SW CORNER BEECHWOOD CT	8"	D-10-R			CITY					
13 - PIP - 227	M8	STR 228 TO STR 228	18"	RCP		30'	CITY					
13 - INL - 228	M8	SW CORNER BEECHWOOD CT	8"	D-10-R			CITY					
13 - INL - 229	M8	E SIDE HAZELWOOD LANE	12'	CURB			CITY					
13 - PIP - 230	M8	STR 228 TO STR 231	18"	RCP	0.3	38'	CITY					
13 - INL - 231	M8	W SIDE HAZELWOOD LANE	8"				CITY					
13 - PIP - 232	M8	STR 231 TO STR 233	18"	RCP	6.3	108'	CITY					
13 - INL - 233	M8	W SIDE HAZELWOOD DRIVE	8'	CURB			CITY					
13 - INL - 234	M8	W SIDE NETTLEWOOD PLACE	18'	CURB			CITY					
13 - PIP - 235	M8	STR 234 TO STR 238	18"	RCP		38'	CITY					
13 - INL - 236	M8	E SIDE NETTLEWOOD PLACE	14'	CURB			CITY					
13 - PIP - 237	M8	STR 238 TO 238	18"	RCP	1.38	65'	CITY					
13 - AN - 238	M8	CENTER WOODLAND DR					CITY					DE
13 - PIP - 239	M8	STR 238 TO STR 240	18"	RCP	0.98	40'	CITY					DE
13 - AN - 240	M8	S SIDE WOODLAND DR					CITY					
13 - PIP - 241	M8	STR 240 TO STR 244	18"	RCP	0.98	100'	CITY					
13 - INL - 242	M8	N SIDE WOODLAND DR	18'	CURB			CITY					
13 - PIP - 243	M8	STR 242 TO STR 244	18"	RCP	0.78	38'	CITY					
13 - INL - 244	M8	S SIDE WOODLAND DR	12'	CURB			CITY					
13 - PIP - 245	M8	STR 244 TO	30"	RCP	0.29	370'	CITY					
13 - INL - 246	M8	RIVERWOOD AND WOODMAN DR	8'	CURB			CITY					
13 - PIP - 247	M8	STR 248 TO STR 248	24"	RCP		38'	CITY					
13 - INL - 248	M8	RIVERWOOD AND WOODLAND DR	8'	CURB			CITY					
13 - PIP - 249	M8	STR 248	30"	RCP		140'	CITY					
13 - PIP - 250	M8	WOODMAN RD TO WOODLAND 1	80"	RCP		320'	CITY					
13 - PIP - 251	M8	WOODMAN RD TO NW WOODLAND 1	24"	RCP		140'	CITY					
13 - CHA - 252	M8	SW CURB WOODMEN RD	4' X 4' 12"	RIP 1	2	750'	CITY					
13 - CHA - 253	M8	N BK, CTN CRK AT EPERNAY	6.5' X 10'	RIP 2	1.3		CITY				N BNK NO EQUAL S BNK	
13 - CHA - 254	M8	S BK CTN CRK AT EPERNAY	8' X 12'	RIP 2	1.3		CITY				S BNK NO EQUAL N BNK	
13 - BRI - 255	M8						CITY					
13 - OUT - 256	M8	S CORNER DYSAN	70 CY 18"	RWRP			CITY					
13 - INL - 257	M8	S DYSAN AND CTTN CREEK	12'	M			CITY					
13 - PIP - 258	M8	STR 257 TO STR 258	24"	RCP		80'	CITY					
13 - INL - 258	M8	S DYSAN AND CTTN CREEK	12'	M			CITY					
13 - INL - 260	N7	E SIDE HAVENWOOD DR 300' N OF WOODMEN RD	8'				CITY					

COTTONWOOD CREEK DBPS - EXISTING FACILITY INVENTORY - 8-24-1992

STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PP - 261	N7	STR 260 TO STR 262 HAVENWOOD DR	18"	RCP	0.01	40'	CITY					
13 - INL - 262	N7	W SIDE HAVENWOOD DR 300' N OF WOODMEN RD	8"				CITY					
13 - PP - 263	N7	STR 262 TO STR 264	18"	RCP	0.06	480'	CITY				26' X 2' SWALE FOR OVERFLOW	
13 - AN - 264	N7	480' W OF HAVENWOOD 480' N OF WOODMEN RD	6" ID				CITY					
13 - PP - 265	N7	STR 264 TO STR 266	18"	RCP	0.06	450'	CITY				26' X 2' SWALE OVER PIP	
13 - AN - 266	N7	30' E OF YELLOWWOOD 800' N OF WOODMEN RD	5" ID				CITY				DE	
13 - PP - 267	N7	STR 266 TO STR 268	24"	RCP	0.01	110'	CITY					
13 - INL - 268	N7	E SIDE YELLOWWOOD 800' N OF WOODMEN RD	8"				CITY					
13 - PP - 269	N7	STR 268 TO STR 270	24"	RCP	0.01	36'	CITY					
13 - INL - 270	N7	W SIDE YELLOWWOOD DR 800' N OF WOODMEN RD	8"				CITY					
13 - CHA - 271	N7	BARRELWOOD CT NORTH	2' X 8" X 2'	CONC 1		140'	CITY				DIFF LINED DITCH	
13 - CHA - 272	N7	HICKORYWOOD CT N	2' X 8" X 2'	CONC 1		130'	CITY				LINED DITCH	
13 - CHA - 273	N7	DOWNWOOD CT NORTH	4' X 8" X 4'	CONC 1		130'	CITY				LINED DITCH	
13 - AN - 274	N7	220' W OF YELLOWWOOD DR. 860' N OF WOODMEN RD	BOX BASE				CITY				DE	
13 - PP - 275	N7	STR 274 TO STR 270	30"	RCP	2.2	220'	CITY					
13 - PP - 276	N7	STR 274 TO STR 266	30"	RCP	2.2	500'	CITY					
13 - INL - 277	N7	SMOKETREE DR SE MOST PARKING LOT	8"	CB			CITY				DE ERODED SPILLWAY PRESENT	
13 - PP - 278	N7	STR 274 TO STR 277	18"	RCP	12.6	75'	CITY				DE ERODED SPILLWAY PRESENT	
13 - PP - 278	O7	STR 280 TO	36"	CMP	6.7	185'	CITY					
13 - PP - 280	O7	STR 276 TO STR 281	81"	RCP	3.5	350'	CITY					
13 - AN - 281	O7	220' N OF WOODMEN RD 920' W OF AUSTIN BL PKWY	6"				CITY					
13 - PP - 282	O7	STR 281 TO STR 283	18"	RCP	3.5	140'	CITY					
13 - INL - 283	O7	RAMBLEWOOD DR SE LOOP SOUTHSIDE	8"	CB			CITY					
13 - PP - 284	O7	STR 283 TO STR 286	18"	RCP	0.65	90'	CITY					
13 - INL - 285	O7	RAMBLEWOOD DR SE LOOP-NORTHSIDE	6"	CB			CITY					
13 - INL - 286	N7	RANGEWOOD @ BRIARGATE SE CORNER	4"	CB			CITY				DIFF BUMP	
13 - PP - 287	N7	STR 286 TO STR 288 & STR 312	24"	RCP	0.5	70'	CITY					
13 - PP - 288	N7	STR 280 TO STR 312	24"	RCP		380'	CITY				20 CFS	
13 - PP - 289	N7	STR 291 TO STR 288	24"	RCP		30'	CITY					
13 - INL - 290	N7	CONIFER DR @ BRIARGATE EAST SIDE	4"	CB			CITY				DEBRIS SUMP	
13 - INL - 291	N7	CONIFER DR @ BRIARGATE NW CORNER	8"	CB			CITY					
13 - INL - 292	N7	RANGEWOOD @ BRIARGATE NE CORNER	4"	CB			CITY				DIFF	
13 - INL - 293	N7	RANGEWOOD @ BRIARGATE NW CORNER	8"	CB			CITY				DE	
13 - PP - 294	N7	STR 286 TO STR 296	36"	RCP	0.03	200'	CITY				DIFF	
13 - AN - 295	N7	RANGEWOOD 200' N OF BRIARGATE BLVD					CITY				DE	
13 - PP - 296	N7	STR 295 TO STR 319	36"	RCP	0.03	160'	CITY					
13 - INL - 297	N7	RANGEWOOD @ DEEP HAVEN DR E SIDE	8"	CB			CITY					
13 - INL - 298	N7	NW CORNER RANGEWOOD @ DEEP HAVEN DR	8"	CB			CITY				DE	
13 - INL - 299	N7	SW CORNER RANGEWOOD @ BRANDY CIR	8"	CB			CITY					
13 - PP - 300	N7	STR 299 TO PIP	24"	RCP		80'	CITY					
13 - INL - 301	N7	E SIDE RANGEWOOD @ BRANDY CIR	8"				CITY					
13 - AN - 302	N7	RANGEWOOD DR 200' N BRANDY CIR					CITY				DE	
13 - PP - 303	N7	STR 296 TO PIP 319	24"	RCP		80'	CITY				DE	
13 - PP - 304	N7	PIP 319 TO STR 302	36"	RCP	0.03	350'	CITY				DE	
13 - INL - 305	N7	E SIDE RANGEWOOD DR 220' N BRANDY CIR	8"	CP			CITY				DE	
13 - INL - 306	N7	W SIDE RANGEWOOD DR 230' N OF BRANDY CIR	8"	CP			CITY				DE	
13 - PP - 307	N7	STR 302 TO STR 312	36"	RCP	0.03	470'	CITY					
13 - INL - 308	N7	E SIDE RANGEWOOD DR @ BRANDY CIRCLE N	8"	CP			CITY				IN	
13 - INL - 309	N7	W SIDE RANGEWOOD DR @ BRANDY CIR N	8"	CP			CITY				OFFSET	
13 - PP - 310	N7	STR 309 TO PIP 307	24"	RCP		60'	CITY				NOT IN	
13 - PP - 311	N7	STR 306 TO PIP 307	24"	RCP		60'	CITY				DE	
13 - INL - 312	N7	RANGEWOOD DR 330' S OF RIDGE DR	8"	D-10-R			CITY				DIFF	

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - CUL - 365	M6	UNION BLVD STR 361 TO STR 368	10' X 7'	RCB		125'	CITY					
13 - CHA - 366	M6	STR 365 @ UNION N TO	11' X 8 1/2'	CONC 1			CITY					
13 - PIP - 367	M6	STR 365 TO STR 368	42"	CMP		670'	CITY					DIFF
13 - AN - 368	M6	S CORNER LEXINGTON AND UNION					CITY					DE
13 - PIP - 369	M6	STR 367 TO STR 374	42"	CMP		100'	CITY					DIFF
13 - PIP - 370	M6	STR 376 TO PIP 373	24"	RCP		350'	CITY					
13 - INL - 371	M6	N CORNER @ UNION & LEXINGTON ON UNION	6"	CB			CITY					
13 - INL - 372	M6	N CORNER @ UNION & LEXINGTON ON LEXINGTON	6"	CB			CITY					
13 - PIP - 373	M6	PIP 370 TO STR 368	24"	CMP		120'	CITY					
13 - PIP - 374	M6	E CORNER UNION AND LEXINGTON	12"	CB			CITY					
13 - AN - 375	M6	LEXINGTON DR 350' N OF UNION					CITY					
13 - PIP - 376	M6	STR 376 TO STR 377	30"	RCP	3.5	1.00'	CITY				GRADED COVER	
13 - AN - 377	M6	110' E OF LEXINGTON 70' N OF CELESTIAL LN					CITY					
13 - PIP - 378	M6	STR 377 TO STR 379	18"	RCP			CITY					DIFF
13 - INL - 379	M6	N SIDE CELESTIAL LN 40' E SOARING BIRD CR	2' DIA	GRADED			CITY					
13 - PIP - 380	M6	STR 379 TO STR 381	18"	RCP			CITY					
13 - INL - 381	M6	85' E OF SOARING BIRD 20' S OF CELESTIAL LN					CITY					
13 - PIP - 382	M6	STR 381 TO STR 382	18"	RCP	.01		CITY					
13 - INL - 383	M6	SOARING BIRD CR 100' S OF CELESTIAL LN	8"	URB INL			CITY					
13 - PIP - 384	M6	STR 377 TO STR 385	30"	RCP			CITY					
13 - INL - 385	M6	SOARING BIRD CR 100' N OF CELESTIAL	6"	URB INL			CITY					DIFF
13 - PIP - 386	M6	STR 385 TO STR 387	24"	RCP		180'	CITY					
13 - PIP - 387	M6	STR 386 TO 388	30"	RCP		12'	CITY					
13 - INL - 388	M6	S SIDE BRIGATINE DR @ NAVIGATION	20"				CITY					
13 - PIP - 389	M6	STR 388 TO STR 390	18"	RCP		50'	CITY					
13 - INL - 390	M6	NW CORNER BRIGATINE & NAVIGATION	4"				CITY					
13 - INL - 391	M6	E SIDE BRIGATINE @ CARAVEL	4"				CITY					
13 - PIP - 392	M6	STR 391 TO STR 393	18"	RCP		50'	CITY					
13 - INL - 393	M6	W SIDE BRIGATINE @ CARAVEL	6"				CITY					
13 - PIP - 394	M6	STR 393 TO	24"	RCP		180'	CITY					
13 - INL - 395	M6	E SIDE LEXINGTON 400' S WINDJAMMER	10"				CITY					
13 - AN - 396	M6	W SIDE LEXINGTON 400' S PARLIAMENT					CITY					
13 - PIP - 397	M6	STR 396 TO STR 406	42"	RCP			CITY					DE
13 - INL - 398	M6	W SIDE LEXINGTON 385' S PARLIAMENT	10"				CITY					TRANS TO CHANNEL
13 - PIP - 399	M6	STR 396 TO STR 400	36"	RCP		480'	CITY					
13 - AN - 400	M6	LEXINGTON @ PARLIAMENT W SIDE					CITY					
13 - INL - 401	M6	NW CORNER LEXINGTON & PARLIAMENT	8"				CITY					DE
13 - PIP - 402	M6	STR 403 TO STR 401	24"	RCP			CITY					DIFF
13 - INL - 403	M6	N SIDE WINDJAMMER @ LEXINGTON	8"				CITY					
13 - INL - 404	M6	NW CORNER LEXINGTON @ WINDJAMMER	8"				CITY					
13 - PIP - 405	M6	STR 400 TO STR	36"	RCP		508'	CITY					
13 - CHA - 406	M6	400' S OF PARLIAMENT FROM STA 397	4' X 3' X 13'	CONC 1			CITY					
13 - CUL - 407	M6 & M7	STR 383 TO STR	8' X 4'	RCB	2.5	400'	CITY					NOT BUILT 1992
13 - AN - 408	M6	400' N OF LEXINGTON OFF OF MEADOW RIDGE					CITY					HEWLETT PACKARD
13 - CUL - 409	M6	MEADOW RIDGE DR STR 408 TO STR 410	8' X 4'	RCB	2.5	130'	CITY					HEWLETT PACKARD
13 - AN - 410	M6	130' E OF STR 408 OFF MEADOW RIDGE					CITY					HEWLETT PACKARD
13 - PIP - 411	M6	STR 410 TO STR 412	30"	RCP	2	70'	CITY					HEWLETT PACKARD
13 - AN - 412	M6	130' N OF MEADOW RIDGE 70' N OF STR 410					CITY					HEWLETT PACKARD
13 - PIP - 413	M6	STR 412 TO STR 414	30"	RCP	.20	80'	CITY					HEWLETT PACKARD
13 - AN - 414	M6	200' N OF MEADOW RIDGE					CITY					HEWLETT PACKARD
13 - PIP - 415	M6	STR 414 TO STR 418	30"	RCP	2.0	40'	CITY					HEWLETT PACKARD
13 - INL - 416	M6	250' N OF MEADOW RIDGE	4'	D-10-R			CITY					HEWLETT PACKARD

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13 - PIP - 313	M7	STR 312 TO	36"	RCP	0.05		CITY					
13 - PIP - 314	M7	PIP 316 TO PIP 286	36"	RCP	0.03	440'	CITY					
13 - INL - 315	M7	BRIARGATE BLVD 320' W OF RANGEWOOD	8'	CB			CITY					
13 - PIP - 316	M7	PIP 314 TO STR 317	42"	RCP	0.01	280'	CITY					DIFF
13 - INL - 317	M7	BRIARGATE BLVD @ MISTY MEADOWS NE	8'	CB			CITY					
13 - PIP - 318	M7	STR 317 TO	48"	RCP	0.08	220'	CITY					
13 - CHA - 319	M7	CITY PARK BETWEEN QUEENSLAND PL & SYDNEY TR	5' X 1' X 6'	CONC 1		80'	CITY					
13 - PIP - 320	M7	PIP 318 TO PIP 321	42"	RCP	2.8	400'	CITY					
13 - PIP - 321	M7	PIP 320 TO 080 344	48"	RCP	0.8	150'	CITY					
13 - PIP - 322	M7	STR 323 TO PIP 321	24"	RCP		60'	CITY					
13 - INL - 323	M7	BRIARGATE BLVD 100' E OF CLOVER HILL DR	8'	CB			CITY					
13 - INL - 324	M7	BRIARGATE BLVD @ CLOVER HILL DR	8'	CB			CITY					
13 - INL - 325	M7	BRIARGATE BLVD @ STR 332	10'	CB			CITY					
13 - PIP - 326	M7	STR 326 TO 332	24" X 38"	RCP		110'	CITY					
13 - INL - 327	M7	BRISBANE DR @ BRIARGATE SW CORNER	8'	CB			CITY					DIFF
13 - INL - 328	M7	BRISBANE DR @ BRIARGATE SE CORNER	8'	CB			CITY					SUMP
13 - PIP - 329	M7	STR 328 TO STR 327	8' X 24"	RCP		40'	CITY					SUMP
13 - PIP - 330	M7	STR 332 TO STR 331	18"	RCP		425'	CITY					DIFF
13 - INL - 331	M7	BRIARGATE BLVD @ LEXINGTON DR SW CORNER	4'	CB			CITY					DIFF
13 - CHA - 332	M7	BRIARGATE TO MISTY MEADOWS/LEXINGTON	8' X 3' X 17'	CONC 1		870'	CITY					
13 - CHA - 333	M7	180' N ON STR 332	4' X 8' X 4"	CONC 1			CITY					
13 - CHA - 334	M7	280' N ON STR 332	4' X 8' X 4"	CONC 1			CITY					DE
13 - INL - 335	M7	S. SIDE MISTY MEADOWS @ LEXINGTON DR	10'	CB			CITY					DE
13 - CUL - 336	M7	STR 335 TO STR 336	10' X 3'	RCB		70'	CITY					GRADED
13 - INL - 337	M7	N. SIDE MISTY MEADOWS @ LEXINGTON DR	10'	CB			CITY					
13 - PIP - 338	M7	STR 335 TO STR 339	24"	RCP		50'	CITY					
13 - INL - 339	M7	SE CORNER, CLOVER HILL @ MISTY MEADOWS	8'	CB			CITY					
13 - PIP - 340	M7	STR 339 TO STR 341	24"	RCP		50'	CITY					
13 - INL - 341	M7	N SIDE MISTY MEADOWS @ CLOVER HILL	8'	CB			CITY					
13 - CHA - 342	M7	MISTY MEADOWS TO BORDEAUX/LEXINGTON	8' X 3' X 17'	CONC 1		550'	CITY					
13 - INL - 343	M7	E CORNER ON LEXINGTON @ BORDEAUX	8'	CB			CITY					
13 - PIP - 344	M7	STR 343 TO STR 345	24"	RCP		15'	CITY					
13 - INL - 345	M7	E CORNER ON BORDEAUX @ LEXINGTON	8'	CB			CITY					
13 - CUL - 346	M7	STR 347 TO STR 348	10' X 3'	RCB		70'	CITY					CRACKED
13 - INL - 347	M7	N CORNER ON BORDEAUX @ LEXINGTON	8'	CB			CITY					
13 - INL - 348	M7	W CORNER ON BORDEAUX @ LEXINGTON	8'	CB			CITY					CRACKED
13 - PIP - 349	M7	STR 348 TO STR 350	24"	RCP		15'	CITY					
13 - INL - 350	M7	W CORNER ON LEXINGTON	8'	CB			CITY					
13 - PIP - 351	M7	STR 350 TO CHA 352	24"	RCP		100'	CITY					
13 - CHA - 352	M7	CUL 348 TO PIP 357	8' X 3' X 17'	CONC 1		980'	CITY					
13 - INL - 353	M7	S SIDE LEXINGTON @ RICKSHAW DR	8'	CB			CITY					
13 - PIP - 354	M7	STR 353 TO STR 355	24"	RCP		80'	CITY					
13 - INL - 355	M7	N SIDE LEXINGTON @ RICKSHAW DR	8'	CB			CITY					
13 - PIP - 356	M7	STR 355 TO CHA 352	24"	RCP		20'	CITY					
13 - PIP - 357	M7	CHA 352 TO CHA 361	(2) 48"	RCP		190'	CITY					
13 - INL - 358	M7	E SIDE LEXINGTON @ MEADOW RIDGE	6'	CB			CITY					
13 - PIP - 359	M7	STR 358 TO PIP 357	24"	RCP		50'	CITY					
13 - CUL - 360	M7	CROSSING LEXINGTON	8' X 4'	RCB		85'	CITY					
13 - CHA - 361	M7	LEXINGTON TO UNION BLVD	8' X 6' X 28'	CONC 1		650'	CITY					DIFF
13 - INL - 362	M7	108' SO OF UNION ON CHA 361	4'	D-10-R			CITY					
13 - INL - 363	M7	N CORNER LEXINGTON @ MEADOW RIDGE	8'				CITY					
13 - INL - 364	M7	E SIDE LEXINGTON @ MEADOW RIDGE	8'	CB			CITY					

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13 - PIP - 417	M8	STR 416 TO STR 418	30"	RCP	2.0	30'	CITY				HEWLETT PACKARD	
13 - INL - 418	M8	280' N MEADOW RIDGE	8"	D-10-R			CITY				HEWLETT PACKARD	
13 - PIP - 419	M8	STR 418 TO STR 420	18"	RCP	2.0	150'	CITY				HEWLETT PACKARD	
13 - INL - 420	M8	400' N MEADOW RIDGE 150' NW STR 418	8"	D-10-R			CITY				HEWLETT PACKARD	
13 - PIP - 421	M8	STR 418 TO STR 422	18"	RCP	2.0	120'	CITY				HEWLETT PACKARD	
13 - INL - 422	M8	180' N MEADOW RIDGE	8"	D-10-R			CITY				HEWLETT PACKARD	
13 - PIP - 423	M8	STR 422 TO STR 424	18"	RCP	2.0	120'	CITY				HEWLETT PACKARD	
13 - INL - 424	M8	120' N MEADOW RIDGE	8"				CITY				HEWLETT PACKARD	
13 - CUL - 425	M8	N OF MEADOW RIDGE STR 410 TO STR 487	8' X 4'	RCB	2.5	400'	CITY					
13 - AN - 426	M8	15' N MEADOW RIDGE 850' W DRIFTING CLOUD					CITY					
13 - PIP - 427	M8	STR 426 TO STR 428	33"	RCP		76'	CITY					
13 - INL - 428	M8	330' W OF BORDEAUX DRIVE ON MEADOW RIDGE	12"	D10R			CITY					
13 - PIP - 428	M8	STR 428 TO STR 430	27"	RCP		127'	CITY					
13 - INL - 430	M8	220' W OF BORDEAUX DR. ON MEADOW RIDGE	4"	D10R			CITY					
13 - PIP - 431	M8	STR 430 TO STR 432	21"	RCP	2.0	181'	CITY					
13 - INL - 432	M8	ACROSS MEADOW RIDGE FROM BORDEAUX DR.	12"	D10R			CITY					
13 - PIP - 433	M8	STR 432 TO STR 434	18"	RCP		284'	CITY					
13 - INL - 434	M8	250' E OF BORDEAUX DR. ON MEADOW RIDGE	12"	D10R	2.0		CITY				6 EA	
13 - PIP - 435	M8	STR 430 TO STR 438	27"	RCP	2.0	389'	CITY					
13 - AN - 436	M8	50' W OF CAFETERIA					CITY					
13 - PIP - 437	M8	STUB E OF STR 436	10"	PVC	10.2	40'	CITY					
13 - PIP - 438	M8	STR 436 TO STR 439	27"	RCP	1.99	90'	CITY					
13 - AN - 439	M8	50' W OF NW COR. OF CAFETERIA					CITY					
13 - PIP - 440	M8	STR 439 TO STR 444	12"	PVC	2.0	197'	CITY					
13 - PIP - 441	M8	STUB OFF OF 12" PVC	4"	PVC	37.8	10'	CITY					
13 - PIP - 443	M8	STUB OFF OF 12" PVC	12"	PVC	2.0	34'	CITY					
13 - AN - 444	M8	NE CORNER CAFETERIA					CITY					
13 - PIP - 445	M8	STR 438 TO STR 448	24"	RCP	3.8	104'	CITY					
13 - AN - 446	M8	110' NW OF CAFETERIA					CITY					
13 - PIP - 447	M8	STR 448 TO STR 449	8"	PVC	2.0	142'	CITY					
13 - PIP - 448	M8	STUB OFF OF 8" PVC	8"	PVC			CITY					
13 - AN - 449	M8	26' NW OF CAFETERIA					CITY					
13 - PIP - 450	M8	STR 448 TO STR 451	24"	RCP	2.02	92'	CITY					
13 - INL - 451	M8	220' NW OF CAFETERIA	TRIP 13 COMB NO. 2	GRATE			CITY					
13 - PIP - 452	M8	STR 451 TO STR 453	18"	RCP	4.86	10'	CITY					
13 - AN - 453	M8	240' NW OF CAFETERIA					CITY					
13 - PIP - 454	M8	STR 453 TO STR 456	18"	RCP	2.87	208'	CITY				2 EA	
13 - INL - 455	M8	100' NW OF BLDG. NO. 1	10"	D10R			CITY					
13 - AN - 456	M8	150' W OF GUARD HOUSE 40' NO MEADOW RIDGE					CITY					
13 - PIP - 457	M8	STR 456 TO STR 458	80"	RCP	0.80	122'	CITY					
13 - AN - 458	M8	130' N MEADOW RIDGE 115' W OF GUARD HOUSE					CITY					
13 - PIP - 459	M8	STR 458 TO STR 460	18"	RCP	42.86	7'	CITY					
13 - INL - 460	M8	135' N MEADOW RIDGE 115' W OF GUARD HOUSE	4"	D10R			CITY					
13 - PIP - 461	M8	STR 458 TO STR 462	18"	RCP	8.38	87'	CITY					
13 - INL - 462	M8	70' N OF GATEHOUSE ON MEADOW RIDGE	4"	D10R			CITY					
13 - PIP - 463	M8	STR 462 E TO PLUG	18"	RCP	2.0	86'	CITY					
13 - PIP - 464	M8	STR 458 TO STR 470	64"	RCP	1.25	102'	CITY					
13 - AN - 465	M8	35' S OF ENERGY BLDG.					CITY					
13 - PIP - 466	M8	STUB N OF 8" PVC	8"	PVC		30'	CITY					
13 - PIP - 467	M8	STR 466 TO STR 470	8"	PVC	5.88	183'	CITY					
13 - PIP - 468	M8	STUB N OF 8" PVC	8"	PVC		30'	CITY					
13 - - 470	M8	80' SE OF SERVICE BLDG.					CITY					

COTTONWOOD CREEK DBPS - EXISTING FACILITY INVENTORY - 8-24-1992

STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 471	M6	STR 470 TO STR 472	54"		1.26	278'	CITY					
13 - PIP - 472	M6	STUB SW OF STR 473	4"		3.32	198'	CITY					
13 - AN - 473	M6	140' E OF SHIPPING BLDG.					CITY					
13 - PIP - 474	M6	STR 473 TO STR 475	54"	RCP	1.21	254'	CITY					
13 - AN - 475	M6	80' N OF SHIPPING BLDG.					CITY					
13 - PIP - 476	M6	STR 475 TO STR 477	8"	CIP	3.28	170'	CITY					
13 - AN - 477	M6	5' W OF SHIPPING BLDG.					CITY					
13 - PIP - 478	M6	STUB 5' W OF 8"	8"			5'	CITY					
13 - PIP - 479	M6	STR 475 TO STR 480	48"	RCP	1.26	7'	CITY					
13 - AN - 480	M6	70' N OF SHIPPING BLDG.					CITY					
13 - PIP - 481	M6	STR 480 TO STR 482	54"	RCP	1.26	87'	CITY					
13 - AN - 482	M6	150' N OF SHIPPING BLDG.					CITY					
13 - PIP - 483	M6	STR 482 TO STR 484	48"	RCP	1.28	58'	CITY					
13 - AN - 484	M6	220' NW OF SHIPPING BLDG.					CITY					
13 - PIP - 485	M6	STR 484 TO STR 488	21"	RCP	3.73	45'	CITY					
13 - INL - 486	M6	100' N OF BLDG. NO. 1	TRIP 13 COMB NO. 1	GRATE			CITY					
13 - PIP - 487	M6	STUB W OF STR 486	12"	PVC	2.0	126'	CITY					
13 - PIP - 488	M6	STR 484 TO STR 489	42"	RCP	1.74	180'	CITY					
13 - AN - 489	M6	290' N OF BLDG. NO. 1					CITY					
13 - PIP - 490	M6	STUB 2' N OF STR 489	42"	RCP	3.0	2'	CITY					
13 - PIP - 491	M6	STUB 2' W OF STR 489	18"	RCP	3.0	2'	CITY					
13 - PIP - 492	M6	STR 428 TO STR 456	8' X 4'	RCB	2.5		CITY					
13 - CUL - 493	M6		8' X 4'	RCB	2.5		CITY					
13 - AN - 497	M6	STR 428 TO STR 458	8' X 4'	RCP	2.5		CITY					
13 - CUL - 498	M6	STR 497 TO STR 428	8' X 4'	RCP	2.5		CITY					
13 - CHA - 501	N8	DYSAN 8 ORDER CTIN CREEK	VARIABLE	RIP2			CITY					
13 - AN - 502	M6	NE EPERNAY AND WOODLAND DR.					CITY					DE
13 - PIP - 503	M6	STR 502 TO STR 504	30"	RCP		18'	CITY					DE
13 - AN - 504	M6	EPERNAY AVE. ENTRANCE					CITY					DE
13 - PIP - 505	M6-9	STR 248 TO STR 509	30"	RCP		328'	CITY					DE
13 - PIP - 506	M6-9	STR 502 TO STR 507	30"	RCP		400'	CITY					DE
13 - AN - 507	M6	SE EPERNAY AT EPERNAY AVE.					CITY					
13 - PIP - 508	M6	STR 507 TO STR 509	30"	RCP		200'	CITY					
13 - AN - 509	M6	SE CORNER EPERNAY					CITY					
13 - PIP - 510	M6	STR 507 TO CTIN CREEK	30"	RCP		77'	CITY					
13 - PIP - 511	L9	EAST EPERNAY AND UNION	80"			80'	CITY					
13 - CUL - 512	L9	WOODLAND HILLS DR. & UNION	3' X 10'	RCB			CITY					
13 - INL - 513	N8	MEADOW RIDGE AND RANGEWOOD DR.	8'				CITY					
13 - INL - 514	N8	MEADOW RIDGE AND RANGEWOOD DR.	4'				CITY					
13 - INL - 515	N8	MEADOW RIDGE AND RANGEWOOD DR.	8'				CITY					
13 - INL - 516	N8	MEADOW RIDGE AND RANGEWOOD DR.	8'				CITY					
13 - PIP - 517	N8	RANGEWOOD DR. TO AVENS CIR.	24"	RCP	4	300'	CITY					
13 - INL - 518	N8	AVENS CIR. TO CULASAC	10'				CITY					
13 - INL - 519	N8	SW AVENS CIRCLE	8'				CITY					
13 - INL - 520	N8	SW AVENS CIRCLE	8'				CITY					
13 - INL - 521	N8	SW AVENS CIRCLE	10'				CITY					
13 - PIP - 522	N.O-8	E. MEADOW RIDGE AT BGATE 2	18"	RCP			CITY					
13 - INL - 523	N.O-8	SE CANDLEFLOWER CIR.	8'				CITY					
13 - PIP - 524	N8	STR 523 TO STR 526	18"	RCP			CITY					
13 - INL - 525	N8	SE CANDLEFLOWER CIR.	6'				CITY					
13 - PIP - 526	N.O-8	STR 523 TO STR 527	18"	RCP			CITY					
13 - AN - 527	O8	CENTRE CANDLEFLOWER CIR.	6'				CITY					

COTTONWOOD CREEK DBPS - EXISTING FACILITY INVENTORY - 8-24-1992

STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - AN - 528	N8	PINOAK CT.	18"	RCP			CITY					
13 - AN - 529	N8	PINOAK CT.	6"	SUMP		275'	CITY					
13 - PIP - 530	N8	STR 509 TO STR 531	18"	RCP			CITY					
13 - INL - 531	N8	S SIDE CONTRAILS AT LYTHRUM	8"	SUMP		275'	CITY					
13 - PIP - 532	N8	STR 531 TO STR 532	18"	RCP		50'	CITY					
13 - INL - 533	N8	LYTHRUM AND CONTRAILS	8"	CURB			CITY					
13 - INL - 534	N8	CANDYTUFT TERR.					CITY					
13 - CHA - 535	N8	CANDYTUFT TO FLAX CT.					CITY					
13 - INL - 536	N8	NW CONTRAILS AT CONTRAILS DR.	12"	SUMP		200'	CITY					
13 - INL - 537	N8	NW CONTRAILS AT CONTRAILS DR.	12"	SUMP			CITY					
13 - PIP - 538	N8	NW CONTRAILS AT CONTRAILS DR.	12"	SUMP			CITY					
13 - AN - 540	N8	TO 538	36"	RCP	2	380'	CITY					
13 - PIP - 541	N8	BORDER CONTRAILS 1 AND 2	42"	RCP	1	400'	CITY					
13 - AN - 542	N8	TO 540					CITY					
13 - PIP - 543	N8	BORDER CONTRAILS 1 AND 2	42"	RCP	1		CITY					
13 - AN - 544	N8	TO 541					CITY					
13 - PIP - 545	N8	BORDER CONTRAILS 1 AND 2	36"	RCP			CITY					
13 - INL - 546	N8	STR 547 TO STR 548; RANGEWOOD DR AT CONTRAILS	12"				CITY					
13 - INL - 547	N8	STR 547 TO STR 548; RANGEWOOD DR AT CONTRAILS	12"				CITY					
13 - PIP - 548	N8	NW CORNER MEADOW 1	24"	RCP	2	200'	CITY					
13 - INL - 549	N8	STR 552 TO STR 447	4"	CB			CITY					
13 - INL - 550	N8	SW CORNER MEADOW 3	4"	CB			CITY					
13 - INL - 551	N8	SW CORNER MEADOW 3	4"	CB			CITY					
13 - PIP - 552	N8	STR 549 TO STR 563	24"	RCP	2	200'	CITY					
13 - INL - 553	N8	SW CORNER BOXELDER DR.	10"				CITY					
13 - PIP - 554	N8	SW CORNER BOXELDER DR.	24"	RCP	0.8	80'	CITY					
13 - INL - 555	N8	SW CORNER BOXELDER DR.	18"	RCP	1	375'	CITY					
13 - PIP - 556	N8	580 TO 557	4"	CB			CITY					
13 - PIP - 557	N8	558 TO 559	18"	RCP			CITY					
13 - INL - 558	N8	N SIDE RESEARCH PKWY.	8"	CB			CITY					
13 - PIP - 559	N8	RANGEWOOD AND RESEARCH DRIVES	18"	RCP	1	200'	CITY					
13 - AN - 561	N8	N. ILEX DRIVE	6"	CB			CITY					
13 - PIP - 562	N8	E. SIDE RESEARCH PKWY.	48"	RCP	1	1100'	CITY					
13 - CHA - 563	N8	556 TO 563	8"	CB			CITY					
13 - INL - 564	N8	NW CONTRAILS AT BGATE 2	8"	CB			CITY					
13 - INL - 565	N8	W SIDE BLUE SKY DR.	10"	SUMP			CITY					
13 - INL - 566	N8	E SIDE BLUE SKY DR.	10"	SUMP			CITY					
13 - INL - 567	N8	S SIDE RESEARCH DR.	18"	RCP		95'	CITY					
13 - PIP - 568	O8	N. SIDE RESEARCH DR.	6"	SUMP			CITY					
13 - INL - 569	O8	STR 569 TO 570	24"	RCP		100'	CITY					
13 - INL - 570	O7	NW F-FAX 1 AND AUSTIN BLUFFS	4"	CB			CITY					
13 - PIP - 571	O7	SW CAMFIELD CIR.	18"	RCP			CITY					
13 - INL - 572	O7	STR 570 TO STR 572	10"	SUMP			CITY					
13 - PIP - 573	O7	SW CAMFIELD CIR.	18"	RCP			CITY					
13 - INL - 574	O7	STR 572 TO STR 576	18"	RCP			CITY					
13 - INL - 575	O7	SW F-FAX AND AUSTIN BLUFFS	6"	CB			CITY					
13 - PIP - 576	O7	CENTER AUSTIN BLUFFS PKWY.	24"	RCP			CITY					
13 - INL - 577	O7	STR 576 TO STR 579	4"	CB			CITY					
13 - INL - 578	O7	MEADOW RIDGE AND AUSTIN BLUFFS	6"	SUMP			CITY					
13 - CHA - 579	O8-7	MEADOW RIDGE AND AUSTIN BLUFFS	6"	SUMP			CITY					
		CHANNEL ALONG AUSTIN BLUFFS					CITY					

COTTONWOOD CREEK DBPS - EXISTING FACILITY INVENTORY - 8-24-1992				
STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	OUTLET
13 - CHA - 500	07			

WOOD CREEK DBPS - EXISTING FACILITY INVENTORY - 8-24-1992												
STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICT NUMBER
13 - CHA - 580	07											
13 - PIP - 581	08	MEADOW RIDGE DR AND AUSTIN BLUFFS										
13 - INL - 582	08	679 TO STR 583	6' X 10'									
13 - INL - 583	08	CENTER AUSTIN BLUFFS PKWY.	30"	RCP		180'	CITY					
13 - PIP - 584	08	BRADDOCK DR. AND AUSTIN BLUFFS	6"	CB			CITY					
13 - AN - 585	08	STR 583 TO STR 586	8"	SUMP			CITY					
13 - PIP - 586	08	CENTER BRADDOCK DRIVE	21"	RCP		300'	CITY					
13 - INL - 587	08	STR 586 TO 587	5'				CITY					
13 - INL - 588	08	SW STEADMAN DRIVE	18"	RCP		150'	CITY					
13 - PIP - 589	08	N SIDE BRADDOCK DR.	10"	CB			CITY					
13 - AN - 590	08	STR 586 TO STR 590	4"	CB			CITY					
13 - PIP - 591	08	CENTER CRADDOCK DR.	18"	RCP		400'	CITY					
13 - INL - 592	08	STR 590 TO STR 593	5'				CITY					
13 - INL - 593	08	BRADDOCK AND CHANCELLOR DR.	18"	RCP		350'	CITY					
13 - PIP - 594	08	BRADDOCK AND CHANCELLOR DR.	4"	CB			CITY					
13 - AN - 595	08	STR 593 TO STR 596	8"	CB			CITY					
13 - PIP - 596	08	250 FT EAST OF CHANCELLOR	24"	RCP		380'	CITY					
13 - AN - 597	08	STR 596 TO 597	24"	RCP		350'	CITY					
13 - PIP - 598	08	SW TELEGRAPH DR.	24"	RCP		325'	CITY					
13 - INL - 599	08	STR 597 TO STR 599	6"	SUMP			CITY					
13 - PIP - 600	08	SW HERNDON CIR.	24"	RCP			CITY					
13 - INL - 601	08	STR 599 TO STR 601	6"	SUMP			CITY					
13 - INL - 602	08	SW HERNDON CIRC.	24"	RCP		50'	CITY					
13 - PIP - 603	08	W SIDE SCARBOROUGH DR.	12"	SUMP			CITY					
13 - INL - 604	08	STR 602 TO STR 603	18"	RCP			CITY					
13 - PIP - 605	08	E. SIDE SCARBOROUGH DR.	6"	SUMP			CITY					
13 - AN - 606	08	STR 604 TO STR 606	24"	RCP		280'	CITY					
13 - CHA - 607	08	SE OF FAIRFAX 5					CITY					
13 - INL - 608	08	SE OF FAIRFAX 5					CITY					
13 - PIP - 609	08	W SIDE A. BLUFFS AT FAIRFAX 2					CITY					
13 - INL - 610	08	STR 606 TO STR 679	6"	CB			CITY					
13 - PIP - 611	08	W SIDE A. BLUFFS AT FAIRFAX 2	8"	CB			CITY					
13 - INL - 612	08	STR 610 TO 612	48"	RCP		1400'	CITY					
13 - AN - 613	08	A. BLUFFS AND SCARLET	6"				CITY					
13 - PIP - 614	08	STR 613 TO STR 616	21"	RCP		50'	CITY					
13 - INL - 615	08	SCARLET AT A. BLUFFS	4"	CB			CITY					
13 - PIP - 616	08	STR 616 TO STR 617	18"	RCP		106'	CITY					
13 - INL - 617	08	SCARLET AT A. BLUFFS	8"	CB			CITY					
13 - PIP - 618	08	STR 617 TO STR 619	18"	RCP		70'	CITY					
13 - INL - 619	08	N SIDE SCARLET AT B-GATE 46	12"	CB			CITY					
13 - INL - 620	08	CENTER OF A BLUFFS	10"	CB			CITY					
13 - PIP - 621	08	STR 620 TO 622	18"	RCP			CITY					
13 - INL - 622	08	W SIDE A. BLUFFS	8"	CB			CITY					
13 - PIP - 624	08	SOUTH B-GATE 47	4"	SUMP			CITY					
13 - INL - 625	08	STR 623 TO 679	18"	RCP		70'	CITY					
13 - PIP - 626	08	W SIDE B-GATE 47	4"	SUMP			CITY					
13 - INL - 627	08	STR 626 TO STR 679	18"	RCP		50'	CITY					
13 - PIP - 627	08	STR 629 TO STR 679	30"	RCP		360'	CITY					
13 - INL - 628	08	NW NORTHGATE	6"	CB			CITY					
13 - CUL - 630	08	N. SIDE RESEARCH PARKWAY	12"	CB			CITY					
13 - PIP - 631	08	ACROSS RESEARCH PKWY.	8' X 8'	RCB		200'	CITY					
		STR 630 TO STR 633	18"	RCP		280'	CITY					

COTTONWOOD CREEK DBPS - EXISTING FACILITY INVENTORY - 8-24-1992

STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - INL - 832	06	CENTER RESEARCH PKWY.	6"	CB			CITY					
13 - AN - 833	06	CENTER AUSTIN BLUFFS	6"				CITY					
13 - AN - 834	06	RESEARCH PKWY AND A BLUFFS	6"				CITY					
13 - PIP - 835	06	STR 834 TO STR 836	18"	RCP	100'		CITY					
13 - INL - 836	06	S SIDE RESEARCH PKWY	6"	CB			CITY					
13 - PIP - 837	06	STR 812 TO STR 838	6"	SUMP	50'		CITY					
13 - INL - 838	06	N SIDE RESEARCH PKWY	6"	CB			CITY					
13 - INL - 839	06	CENTER A BLUFFS AND RESEARCH	12"	CB			CITY					
13 - PIP - 840	06	STR 812 TO STR 841	18"	RCP	50'		CITY					
13 - INL - 841	06	NW CORNER A BLUFFS AND RESEARCH	12"	CB			CITY					
13 - PIP - 871	M6	STR 870 TO STR 872	18"	RCP	2.0	50'	CITY					
13 - INL - 872	M6	170' E OF GUARD HOUSE	6"	D-10-R			CITY					
13 - PIP - 878	N6	STR 870 TO STR 880	18"	RCP	2.0	65'	CITY					
13 - INL - 880	N6	310' N OF MEADOW RIDGE 330' W OF FREE MANTLE	6"	D-10-R			CITY					
13 - PIP - 890	N6	STR 836 TO STR 870	42"	RCP		300'	CITY					
13 - PIP - 897	M6	STR 870 TO STR 897	72"	RCP	1.3	70'	CITY					
13 - PIP - 722	M6	STR 897 TO STR 723	88"	RCP	1.8	370'	CITY					
13 - AN - 726	M6	EAST SIDE UNION BLVD. AT BRIGATINE DR					CITY					
13 - PIP - 727	M6	STR 728 TO STR 728	21"	RCP	1.8	50'	CITY					
13 - INL - 728	M6	50' E OF UNION AT GUARD HOUSE	4"	D-10-R			CITY					
13 - PIP - 729	M6	STR 728 TO STR 730	18"	RCP	1.8	70'	CITY					
13 - AN - 730	M6	130' E OF UNION AT GUARD HOUSE	18"	RCP	1.4	80'	CITY					
13 - PIP - 731	M6	STR 730 TO STR 732	18"	RCP	1.4	80'	CITY					
13 - INL - 732	M6	190' E OF UNION AT GUARD HOUSE	4"	D-10-R			CITY					
13 - PIP - 733	M6	STR 728 TO STR 734	24"	RCP	1.5	350'	CITY					
13 - AN - 734	M6	E SIDE UNION 350' N OF BRIGATINE	24"	RCP	1.5	400'	CITY					
13 - PIP - 735	M6	STR 734 TO STR 738	18"	RCP	2.0	270'	CITY					
13 - AN - 736	M6	E SIDE UNION 770' N OF BRIGATINE	18"	RCP	1.4	70'	CITY					
13 - PIP - 737	M6	STR 730 TO STR 738	24"	RCP	1.5	140'	CITY					
13 - AN - 738	M6	150' E OF UNION 270' N GUARD HOUSE	18"	RCP	1.4	70'	CITY					
13 - PIP - 739	M6	STR 738 TO STR 740	4"	D-10-R			CITY					
13 - INL - 740	M6	210' E OF UNION 270' N OF GUARD HOUSE	18"	RCP	2.5	235'	CITY					
13 - PIP - 741	M6	STR 738 TO STR 742	18"	RCP	1.4	80'	CITY					
13 - AN - 742	M6	130' E OF UNION 500' N OF GUARD HOUSE	10"	D-10-R			CITY					
13 - PIP - 743	M6	STR 742 TO STR 744	24"	RCP	1.5	140'	CITY					
13 - INL - 744	M6	230' E OF UNION 500' N OF GUARD HOUSE	18"	RCP	1.4	80'	CITY					
13 - PIP - 746	M6	STR 747 TO STR 738	24"	RCP	1.5	140'	CITY					
13 - INL - 783	N5	N SIDE RESEARCH PKWY	24"	RCP		115'	CITY					
13 - PIP - 784	N5	SOUTH GATE HOUSE 8-GATE 2	10"	SUMP			CITY					
13 - INL - 785	N5	S SIDE ALPINE VALLEY RD	24"	RCP		45'	CITY					
13 - PIP - 786	N5	STR 785 TO STR 787	10"	SUMP			CITY					
13 - INL - 787	N5	N SIDE ALPINE VALLEY RD	30"	RCP		350'	CITY					
13 - PIP - 788	N5	STR 583 TO STR 789	6"				CITY					
13 - AN - 789	N5	N SIDE RESEARCH PKWY	30"	RCP		375'	CITY					
13 - PIP - 790	N5	STR 789 TO STR 791	6"				CITY					
13 - AN - 791	N5	SW CORNER G-HOUSE 2 AT RESEARCH	24"	RCP		280'	CITY					
13 - PIP - 792	N5	STR 791 TO STR 793	6"	SUMP			CITY					
13 - INL - 793	N5	SE BELLCOVE CIRCLE	18"	RCP		76'	CITY					
13 - PIP - 794	N5	STR 783 TO STR 795	6"	SUMP			CITY					
13 - INL - 795	N5	SE BELLCOVE CIRCLE	30"	RCP		140'	CITY					
13 - PIP - 796	N5	STR 791 TO STR 797	6"				CITY					
13 - AN - 797	N5	GATE HOUSE 1-2 BORDER	6"				CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 799	N5	STR 797 TO STR 799	30"	RCP		150'	CITY					
13 - AN - 799	N5	GATE HOUSE 1-2 BORDER	5'				CITY					
13 - PIP - 800	N5	STR 799 TO STR 801	30"	RCP		370'	CITY					
13 - INL - 801	N5	S SIDE COTTAGE DR	8"	SUMP			CITY					
13 - PIP - 802	N5	STR 801 TO STR 803	30"	RCP		40'	CITY					
13 - INL - 803	N5	N SIDE COTTAGE DR	14"	SUMP			CITY					
13 - PIP - 804	N5	SE GATE HOUSE 4	18"	RCP		180'	CITY					
13 - INL - 805	N5	SE BIRN HAMWOOD DR	8"	SUMP			CITY					
13 - PIP - 806	N5	STR 805 TO STR 808	18"	RCP		90'	CITY					
13 - INL - 807	N5	BIRNHAMWOOD DR	8"	SUMP			CITY					
13 - INL - 808	N5	CHARITY DR AND UNION	18"	RCP		80'	CITY					
13 - PIP - 809	N5	STR 808 TO STR 810	8"	SUMP			CITY					
13 - INL - 810	N5	CHARITY DR AND UNION	24"	RCP		75'	CITY					
13 - PIP - 811	M5	UNION BLVD	8"	CB			CITY					
13 - PIP - 812	M5	STR 811 TO STR 813	24"	RCP			CITY					
13 - INL - 813	M5	CHARITY DR AND UNION	8"	SUMP			CITY					
13 - PIP - 814	M5	STR 811 TO STR 815	24"	RCP		70'	CITY					
13 - INL - 815	M5	CHARITY DR AND UNION	10"				CITY					
13 - PIP - 816	M5	STR 814 TO STR 817	24"	RCP		45'	CITY					
13 - INL - 817	M5	CHARITY DR AT UNION	10"				CITY					
13 - INL - 818	N5	RANGEWOOD AT RESEARCH	12"	CB			CITY					
13 - PIP - 819	N5	STR 818 TO STR 820	24"	RCP		100'	CITY					
13 - INL - 820	N5	E SIDE RANGEWOOD AT RESEARCH	10"	CB			CITY					
13 - PIP - 821	N5	STR 820 TO STR 822	24"	RCP		40'	CITY					
13 - INL - 822	N5	E SIDE RANGEWOOD AT RESEARCH					CITY					
13 - PIP - 823	N5	STR 821 TO STR 824				70'	CITY					
13 - INL - 824	N5	S SIDE RESEARCH PKWY	4"				CITY					
13 - PIP - 825	N5	STR 821 TO STR 828				100'	CITY					
13 - PIP - 826	N5	STR 826 TO STR 827				80'	CITY					
13 - INL - 827	N5	CENTER RESEARCH PKWY	4"				CITY					
13 - PIP - 828	N5	STR 818 TO STR 829	18"	RCP		400'	CITY					
13 - AN - 829	N5	W SIDE RANGEWOOD DR	5"				CITY					
13 - PIP - 830	N5	STR 829 TO STR 831	18"	RCP		380'	CITY					
13 - INL - 831	N5	E SIDE RANGEWOOD DR	4"				CITY					
13 - PIP - 832	N5	STR 831 TO STR 833	18"	RCP		70'	CITY					
13 - INL - 833	N5	BARDOT DR AND RANGEWOOD	10"	SUMP			CITY					
13 - PIP - 834	N5	STR 820 TO STR 835	18"	RCP		200'	CITY					
13 - INL - 835	N5	SW CORNER ZURICH DR	4"	SUMP			CITY					
13 - PIP - 836	N5	STR 835 TO STR 837	18"	RCP		100'	CITY					
13 - INL - 837	N5	RT SIDE ZURICH DR	8"	SUMP			CITY					
13 - INL - 838	O5	ZURICH DR	8"	SUMP			CITY					
13 - PIP - 839	O5	STR 838 TO STR 840	18"	RCP		280'	CITY					
13 - CHA - 840	O5	IN AUSTIN BLUFFS CHANNEL	10' X 20'	RIP 1			CITY					
13 - CHA - 841	O5	AUSTIN BLUFFS CHANNEL	8' X 3.5' X 18.5'	CONC 1	2.5	1050'	CITY					
13 - INL - 842	O5	CENTER RESEARCH PKWY	8"	CB			CITY					
13 - PIP - 843	O5	STR 842 TO STR 844	18"	RCP		300'	CITY					
13 - CUL - 844	O5	CHA 841 UNDER RESEARCH	8' X 8'	RCB		220'	CITY					
13 - PIP - 845	O5	PIPE UNDER RESEARCH	30"	RCP		280'	CITY					
13 - INL - 846	O5	N SIDE RESEARCH PKWY	12"	CB			CITY					
13 - INL - 847	O5	S SIDE RESEARCH PKWY	8"	CB			CITY					
13 - INL - 854	N8	BUILDING A PARKING LOT	3'	GRADED			CITY					
13 - PIP - 855	N8	STR 854 TO STR 856	18"	RCP		50'	CITY					

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EXISTING FACILITY INVENTORY - 8-24-1992												
STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - INL - 856	N8	BORDERS BUILDING SIDEWALK	3'	GRADED								
13 - PIP - 857	N8	STR 856 TO STR 858	24"	RCP			CITY					
13 - AN - 858	N8	CORNER OF BUILDING	6'				CITY					
13 - PIP - 859	N8	STR 858 TO STR 860	24"	RCP			CITY					
13 - INL - 860	N8	NW CORNER OF BUILDING A	2' X 2'	13		35'	CITY					
13 - PIP - 861	N8	STR 858 TO STR 864	18"	RCP		270'	CITY					
13 - PIP - 862	N8	STR 860 TO STR 863	18"	RCP		80'	CITY					
13 - INL - 863	N8	BORDERS BUILDINGS A & B	2' X 2'	13			CITY					
13 - AN - 864	N8	SW CORNER BLDG. A					CITY					
13 - PIP - 865	N8	TO STR 102 FROM DEAD END	15"	CMP			CITY					
13 - INL - 866	N8	S SIDE DISC DR.	4'				CITY					
13 - INL - 867	N8	TRUCK LOADING AT BLDG. B	2' X 2'	GRADED			CITY					
13 - PIP - 868	N8	BUILDING B PARKING LOT	2' X 2'	13			CITY					
13 - INL - 870	N8	STR 868 TO STR 870	18"	RCP		40'	CITY					
13 - PIP - 871	N8	BUILDING B PARKING LOT	2' X 2'	13			CITY					
13 - AN - 872	N8	STR 870 TO STR 872	18"	RCP		40'	CITY					
13 - PIP - 873	N8	CORNER BUILDING B					CITY					
13 - INL - 874	N8	STR 872 TO STR 120	24"	RCP			CITY					
13 - INL - 875	N8	SIDE OF PARKING LOT	6'	DIOR			CITY					
13 - PIP - 876	N8	SW CORNER OF PARKING LOT	4'	DIOR			CITY					
13 - PIP - 877	N8	STR 875 TO 118	24"	RCP			CITY					
13 - INL - 878	N7	STR 874 TO 118					CITY					
13 - INL - 879	N7	CONIFER DR. AND MONTANE DR.	8'	D10R			CITY					
13 - PIP - 880	N7	CORNER OF INTERSECTION	10'	D10R			CITY					
13 - PIP - 881	N7	STR 878 TO STR 879	15"	RCP			CITY					
13 - PIP - 882	M7	STR 879 TO STR 281					CITY					
13 - INL - 883	M7	321 TO 332	52"	RCP			CITY					
13 - INL - 884	M7	LEXINGTON TO STR 352	4'				CITY					
13 - INL - 885	M7	LEXINGTON TO STR 352	4'				CITY					
13 - INL - 886	N8	LEXINGTON TO STR 352	4'				CITY					
13 - INL - 887	N8	S. LOOP ROAD AND BGATE 31	8'	D10R			CITY					
13 - PIP - 888	N8	S. LOOP ROAD AND BGATE 31	8'	D10R			CITY					
13 - AN - 889	N8	STR 886 TO STR 889	18"	RCP			CITY				FULL OF SAND	
13 - PIP - 890	N8	CENTER S LOOP ROAD					CITY					
13 - PIP - 891	N8	STR 889 TO ROAD	30"	RCP			CITY					
13 - PIP - 892	N8	FROM STR 886	24"				CITY					
13 - AN - 893	N8	FROM STR 888 TO SOUTH	30"				CITY					
13 - AN - 894	O8	ALONG STR 7					CITY					
13 - CHA - 895	N5	ALONG STR 522					CITY					
13 - PIP - 896	N5	NW CORNER CONTRAILS 2	3'X5'X14'				CITY					
13 - PIP - 897	N5	TWIN PIPES UNDER BLDE SKY DR.	54"			80'	CITY					
13 - INL - 898	L9	N CONTRAILS 2	48"	RCP		90'	CITY					
13 - INL - 899	L9	INLET OVER STR 812	8'	D10R			CITY					
13 - INL - 900	L9	INLET OVER STR 812	8'	D10R			CITY					
13 - INL - 901	M9	SW EPERNAY APTS.	2'X3'	GRADED			CITY					
13 - INL - 902	M9	TOURS LANE AT EPERNAY	24" X 40"	13			CITY				PLUGGED UP	
13 - PIP - 903	M9	TOURS LANE AT EPERNAY	24" X 40"	13			CITY				CLOGGED	
13 - AN - 904	M9	STR 900 TO STR 904	24"	RCP			CITY				CLOGGED	
13 - PIP - 905	M9	S EPERNAY AT CTTN CRK.					CITY					
13 - INL - 906	M9	STR 901 TO STR 904	24"	RCP		26'	CITY					
13 - INL - 907	M9	GRENOBLE LOOP	24" X 40"	GRADED			CITY					
		GRENOBLE LOOP	24" X 40"	GRADED			CITY				CLOGGED	
											CLOGGED	

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 908	M8	STR 907 TO STR 904										
13 - PIP - 909	M8	RANGEWOOD DR. AND CTTN CR.	24" X 15'	CMP			CITY					
13 - PIP - 910	M8	RANGEWOOD DR. AND CTTN CR.	24" X 15'	CMP			CITY					
13 - PIP - 911	M8	RANGEWOOD DR. AND CTTN CR.	24" X 15'	CMP			CITY					
13 - PIP - 912	M8	RANGEWOOD DR. AND CTTN CR.	24" X 15'	CMP			CITY					
13 - AN - 913	M8	STR 35 ALONG WOODMEN RD.	24" X 15'	CMP			CITY					
13 - AN - 914	M8	STR 35 ALONG WOODMEN RD.					CITY					
13 - CHA - 915	M8	STR 35 ALONG WOODMEN RD.					CITY					
13 - PIP - 916	M8	STR 35 TO STR 38					CITY					
13 - INL - 917	M8	UNION BLVD. AT STR 385	24"				CITY					
13 - INL - 918	M8	UNION BLVD. AT STR 385	8"				CITY					
13 - INL - 924	O-10	75' N OF SEA BREEZE; 170' W OF A. BLUFFS	8"				CITY					
13 - PIP - 925	O-10	STR 924 TO STR 928					CITY					
13 - INL - 926	O-10	S. CURB SEA BREEZE; 170' W A. BLUFFS	18"	RCP		118'	CITY					
13 - PIP - 927	O-10	STR 926 TO STR 928					CITY					
13 - AN - 928	O-10	S. SIDE SEA BREEZE; 170' W A. BLUFFS					CITY					
13 - PIP - 929	O-10	STR 928 TO STR 932					CITY					
13 - PIP - 930	O-10	STR 931 TO STR 932	30"	RCP			CITY					
13 - INL - 931	O-10	SW CORNER SEA BREEZE @ A. BLUFFS					CITY					
13 - AN - 932	O-10	SW CORNER A. BLUFFS @ SEA BREEZE					CITY					
13 - INL - 933	O-10	W. CURB A. BLUFFS; 20' N. SEA BREEZE	8"	D10R			CITY					
13 - PIP - 934	O-10	STR 933 TO	18"	RCP		18'	CITY					
13 - INL - 935	O-10	NW CORNER A. BLUFFS @ SEA BREEZE					CITY					
13 - PIP - 936	O-10	STR 935 TO STR 932	24"	RCP		42'	CITY					
13 - PIP - 937	O-10	STR 932 TO STR 938					CITY					
13 - AN - 938	O-10	S. SHDE T. GAP ROAD @ A. BLUFFS					CITY					
13 - PIP - 939	O-10	STR 938 TO STR 944	54"	RCP		408'	CITY					
13 - INL - 940	O-10	270' E. A. BLUFFS; S. CURB T. GAP	8"	D10R			CITY					
13 - PIP - 941	O-10	STR 940 TO STR 939	18"	RCP		10'	CITY					
13 - INL - 942	O-10	S. CURB T. GAP @ YUKON DR.	8"	D10R			CITY					
13 - PIP - 943	O-10	STR 942 TO STR 939	18"	RCP		8'	CITY					
13 - AN - 944	O-10	N. SIDE T. GAP @ YUKON					CITY					
13 - PIP - 945	O-10	STR 944 TO STR 946	24"	DIP	3.3	35'	CITY					
13 - PIP - 946	O-10	STR 946 TO STR 947	24"	RCP	3.3	182'	CITY					
13 - INL - 947	O-10	S. CURB T. GAP	8"	D10R			CITY					
13 - INL - 948	O-10	S. CURB T. GAP @ YUKON	14"	D10R			CITY					
13 - PIP - 949	O-10	STR 948 TO STR 948	24"	RCP		8'	CITY					
13 - PIP - 950	O-10	STR 944 TO STR 953	24"	RCP		240'	CITY					
13 - INL - 951	O-10	200' N. T. GAP ON YUKON	8"	D10R			CITY					
13 - PIP - 952	O-10	STR 951 TO STR 950	18"	RCP		8'	CITY					
13 - AN - 953	O-10	240' N. T. GAP ON YUKON					CITY					
13 - PIP - 954	O-10	STR 953 TO STR 957	48"	RCP	41	155'	CITY					
13 - INL - 955	O-10	30' S. CALGARY DR; W. CURB YUKON	8"	D10R			CITY					
13 - PIP - 956	O-10	STR 955 TO STR 957	8"	RCP	3	8'	CITY					
13 - AN - 957	O-10	YUKON AT CALGARY					CITY					
13 - PIP - 958	O-10	STR 957 TO STR 958	48"	RCP	2.8	177'	CITY					
13 - INL - 959	O-10	STR 958 TO STR 964	54"	RCP	1.02	422'	CITY					
13 - PIP - 960	O-10	W. CURB YUKON; S. LEATHER DR.	8"	D10R			CITY					
13 - PIP - 961	O-10	STR 960 TO STR 959	18"	RCP	10	8'	CITY					
13 - INL - 962	O-10	STR 963 TO STR 959	18"	RCP	2.25	88'	CITY					
13 - PIP - 963	O-10	S. CURB ON LEATHER DR. @ YUKON	8"	D10R			CITY					
13 - AN - 964	O-10	YUKON @ MIDPOINT BET. RANGEWOOD & T. GAP					CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 965	0-10	STR 964 TO OUTFALL E	54"	RCP	2.24	180'	CITY					
13 - AN - 966	0-10	YUKON 50' N OF CALGARY DR.					CITY					
13 - INL - 967	0-10	W. CURB YUKON 10' S OF DANDANNA DR.					CITY					
13 - PIP - 968	0-10	STR 967 TO E. OUTFALL	8"	D10R			CITY					
13 - INL - 969	0-10	SW CURB RANGEWOOD @ YUKON	21"	RCP	1.8	227'	CITY					
13 - PIP - 970	0-10	STR 969 TO STR 971	8"	D10R			CITY					
13 - INL - 971	0-10	NW CURB RANGEWOOD @ YUKON	24"	RCP	3.5	37'	CITY					
13 - PIP - 972	0-10	STR 971 TO EAST OUTFALL	8"	D10R			CITY					
13 - PIP - 1001	M9	N OF MONTARBOR DR @ STONEHEDGE	24"	RCP	2.2	199'	CITY					
13 - INL - 1002	M9	N. CURBLINE ON MONTARBOR DR @ STONEHEDGE	24"	RCP	22.48	87'	CITY					
13 - PIP - 1003	M9	STR NO 1002 TO STR 1004	8"	D-10-R			CITY					
13 - INL - 1004	M9	S CURBLINE ON MONTARBOR @ STONEHEDGE	24"	RCP	1.9	37'	CITY					
13 - PIP - 1005	M9	STR 1003 TO STR 1006	8"	D-10-R			CITY					
13 - INL - 1006	M9	W CURBLINE ON STONEHEDGE @ MONTARBOR	24"	RCP	1.1	87'	CITY					
13 - CHA - 1007	M9	N OF MONTARBOR DR 390' W OF STONEHEDGE	8"	D-10-R			CITY					
13 - PAN - 1008	M9	ON MONTARBOR DR @ STR N 1007	10' X 1' X 10'	CONC		140'	CITY					
13 - PIP - 1009	M9	N SIDE MONTARBOR DR @ NORTHWIND	12"	CONC		80'	CITY					
13 - AN - 1010	M9	N SIDE MONTARBOR @ NORTHWIND	48"	RCP		82'	CITY					
13 - PIP - 1011	M9	STR 1010 TO STR 1019 ON NORTHWIND					CITY					
13 - PIP - 1012	M9	STR 1013 TO STR 1011	48"	RCP	3.19	3.30'	CITY					
13 - INL - 1013	M9	W CURBLINE ON NORTHWIND @ MONTARBOR	24"	RCP	18.43	11'	CITY					
13 - INL - 1014	M9	S CURBLINE ON MONTARBOR @ NORTHWIND	8"	D-10-R			CITY					
13 - INL - 1015	M9	E CURBLINE ON NORTHWIND @ MONTARBOR	10"	D-10-R			CITY					
13 - AN - 1016	M9	ON NORTHWIND 330' S OF MONTARBOR	8"	D-10-R			CITY					
13 - PIP - 1017	M9	STR 1014 TO STR 1011					CITY					
13 - PIP - 1018	M9	STR 1015 TO STR 1011	24"	RCP	4.38	61'	CITY					
13 - PIP - 1019	M9	STR 1018 TO STR 1020	24"	RCP	8.0	47'	CITY					
13 - AN - 1020	M9	W SIDE NORTHWIND @ SHADELAND	48"	RCP	2.7	344'	CITY					
13 - PIP - 1021	M9	STR 1022 TO STR 1023					CITY					
13 - INL - 1022	M9	W SIDE NORTHWIND @ SHADELAND	18"	RCP	44.7	9'	CITY					
13 - PIP - 1023	M9	STR 1020 TO STR 1026	8"	D-10-R			CITY					
13 - INL - 1024	M9	110' N. OF TAPESTRY TERR ON NORTHWIND	48"	RCP	2.28	414'	CITY					
13 - PIP - 1025	M9	STR 1024 TO STR 1023	10"	D-10-R			CITY					
13 - AN - 1026							CITY					
13 - INL - 1028	M9	ON HONEYBURY S CURBLINE @ NORTHWIND					CITY					
13 - PIP - 1028	M9	STR 1029 TO STR 1027	8"	D-10-R			CITY					
13 - AN - 1030	M9	W SIDE NORTHWIND 140' S OF HONEY BURL	18"	RCP	7	37'	CITY					
13 - PIP - 1031	M9	STR 1030 TO STR 1032					CITY					
13 - AN - 1032	M9	W SIDE NORTHWIND 20' S OF DUBLIN BLVD	48"	RCP	2.88	280'	CITY					
13 - INL - 1033	M9	W SIDE NORTHWIND 30' S OF DUBLIN BLVD					CITY					
13 - PIP - 1034	M9	STR 1033 TO STR 1037	12"	D-10-R			CITY					
13 - PIP - 1035	M9	STR 1036 TO STR 1037	30"	RCP	17.0	18'	CITY					
13 - INL - 1036	M9	E SIDE NORTHWIND S OF DUBLIN	30"	RCP	9.2	54'	CITY					
13 - PIP - 1037	M9	STR 1032 TO STR 1038	12"	D-10-R			CITY					
13 - AN - 1038	M9	W SIDE NORTHWIND 137' S OF DUBLIN	48"	RCP	3.38	107'	CITY					
13 - PIP - 1039	M9	FROM LOSTHILL CT TO STR 1038					CITY					
13 - PIP - 1040	M9	STR 1038 TO STR 1043	18"	RCP			CITY					
13 - INL - 1041	M9	W SIDE NORTHWIND 93' N OF MOUNTAINSIDE DR	42"	RCP	3.28	298'	CITY					
13 - PIP - 1042	M9	STR 1041 TO STR 1040	8"	D-10-R			CITY					
13 - AN - 1043	M9	INTERSECTION OF NORTHWIND & MOUNTAINSIDE DR	18"	RCP	18.58	12'	CITY					
13 - PIP - 1044	M9	STR 1045 TO STR 1040					CITY					
13 - INL - 1045	M9	E SIDE NORTHWIND 80' N OF MOUNTAINSIDE DR	18"	RCP	8.0	45'	CITY					
			8"	D-10-R			CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 1046	M9	STR 1043 TO	42"	RCP	3.00	232'	CITY					
13 - PIP - 1047	M9	170' S OF DUBLIN E SIDE NORTHWIND	21"	RCP		81'	CITY					
13 - AN - 1048	M9	W SIDE NORTHWIND 240' S OF MOUNTAINSIDE					CITY				STUBBED OUT	
13 - PIP - 1049	M9/M10	STR 1048 TO	42"	RCP	2.8	311'	CITY				8308-17L	
13 - INL - 1050	M10	W SIDE NORTHWIND 70' N OF CEDARLAWN	8"	D-10-R			CITY				8308-17K	
13 - PIP - 1051	M10	STR 1050 TO STR 1049	18"	RCP	62.7	11'	CITY					
13 - PIP - 1052	M10	STR 1053 TO STR 1049	18"	RCP	6.2	48'	CITY					
13 - INL - 1053	M10	E SIDE NORTHWIND @ CEDARLAWN DR	8"	D-10-R			CITY					
13 - AN - 1054	M10	W SIDE NORTHWIND @ CEDARLAWN					CITY					
13 - PIP - 1055	M10	STR 1054 TO STR 1056	18"	RCP	57.9	9'	CITY					
13 - INL - 1056	M10	W SIDE NORTHWIND ON S SIDE CEDARLAWN	8"	D-10-R			CITY					
13 - PIP - 1057	M10	STR 1058 TO STR 1054	38"	RCP	2.9	388'	CITY					
13 - AN - 1058	M10	120' N OF POINT OF THE ROCK ON NORTHWIND					CITY					
13 - PIP - 1059	M10	STR 1060 TO STR 1058	18"	RCP	2.9	43'	CITY					
13 - INL - 1060	M10	E CURBLINE NORTHWIND 85' N OF POINT OF THE ROCK	8"	D-10-R			CITY					
13 - AN - 1061	M10	INTERSECTION POINT OF THE ROCK & NORTHWIND					CITY					
13 - PIP - 1062	M10	STR 1063 TO STR 1068	18"	RCP	2.7	45'	CITY					
13 - INL - 1063	M10	E CURBLINE NORTHWIND S SIDE POINT OF THE ROCK	10"	D-10-R			CITY					
13 - PIP - 1064	M10	STR 1065 TO STR 1061	21"	RCP	2.3	10'	CITY					
13 - INL - 1065	M10	W CURBLINE NORTHWIND S OF POINT OF THE ROCK	10"	D-10-R			CITY					
13 - PIP - 1066	M10	STR 1068 TO STR 1061	38"	RCP	5	189'	CITY					
13 - PIP - 1067	M10	STR 1061 TO STR 1070					CITY					
13 - AN - 1068	M10	W HALF NORTHWIND @ AMBER WAY					CITY					
13 - PIP - 1069	M10	STR 1069 TO STR 1070	24"	RCP	2.3	228'	CITY				8303-20J	
13 - INL - 1070	M10	W CURBLINE ON NORTHWIND @ SAILING COURT	8"	D-10-R			CITY					
13 - AN - 1071	M10	N SIDE AMBER WAY 85' W OF NORTHWIND	8"	D-10-R			CITY					
13 - PIP - 1072	M10	STR 1068 TO STR 1071	21"	RCP	3.5	81'	CITY					
13 - PIP - 1073	M10	STR 1071 TO STR 1074	21"	RCP	6.1	371'	CITY				8303-20J	
13 - AN - 1074	M10	85' W OF AMBER WAY					CITY					
13 - INL - 1075	M10	NE CORNER OF LOT EASTSIDE CHURCH	8"	D-10-R			CITY					
13 - PIP - 1076	M10	STR 1077 TO STR 1075	24"	RCP	2	225'	CITY					
13 - INL - 1077	M10	700' E OF FLINTRIDGE ON N PROP LINE OF CHURCH	8"	D-10-R			CITY					
13 - PIP - 1078	M10	STR 1077 TO MIDDLE OF LOT	18"	CMP		300'	CITY					
13 - PIP - 1079	M10	STR 1080 TO STR 1069	21"	RCP	2.4	45'	CITY					
13 - INL - 1080	M10	E CURBLINE NORTHWIND @ SAILING CT	8"	D-10-R			CITY					
13 - PIP - 1081	N9	COTTONWOOD CR TO STR 1089	48"	RCP	2.18	155'	CITY				8303-20J	
13 - INL - 1082	N9	NW CORNER MONTARBOR AND TAPESTRY TERR	8"	D-10-R			CITY				8312-7J	
13 - PIP - 1083	N9	STR 1082 TO STR 1084	24"	RCP	2.2	37'	CITY					
13 - INL - 1084	N9	N CURBLINE ON MONTARBOR @ TAPESTRY TERR	8"	D-10-R			CITY					
13 - PIP - 1085	N9	STR 1084 TO STR 1081	27"	RCP	6.2	57'	CITY					
13 - INL - 1086	N9	S CURBLINE OF TAPESTRY @ MONTARBOR	10"	D-10-R			CITY					
13 - PIP - 1087	N9	STR 1086 TO STR 1081	24"	RCP	2.7	53'	CITY					
13 - INL - 1088	N9	S CURBLINE ON MONTARBOR @ TAPESTRY TERR	10"	D-10-R			CITY					
13 - AN - 1089	N9	SE CORNER OF MONTARBOR & TAPESTRY TERR					CITY					
13 - PIP - 1090	N9	STR 1088 TO STR 1091	42"	RCP	5.4	395'	CITY					
13 - AN - 1091	N9	395' SE OF TAPESTRY ON MONTARBOR					CITY					
13 - PIP - 1092	N9	STR 1091 TO STR 1093	42"	RCP	5.1	359'	CITY					
13 - AN - 1093	N9	150' N OF DUBLIN ON MONTARBOR					CITY					
13 - PIP - 1094	N9	STR 1093 TO STR 1099	48"	RCP	1.5	314'	CITY					
13 - PIP - 1095	N9	STR 1096 TO STR 1084	27"	RCP	6.1	24'	CITY					
13 - INL - 1096	N9	W CURBLINE OF MONTARBOR @ DUBLIN	12"	D-10-R			CITY				8312-7I	
13 - INL - 1097	N9	E CURBLINE OF MONTARBOR					CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 1098	N9	STR 1097 TO STR 1094	27"	RCP	4.1	47'	CITY					
13 - AN - 1099	N9	W SIDE MONTARBOR 80' S OF DUBLIN					CITY					8312-7
13 - PIP - 1100	N9	STR 1099 TO ST 1101	38"	RCP	3.5	108'	CITY					8402-11h
13 - AN - 1101	N9	175' S OF DUBLIN W SIDE OF MONTARBOR					CITY					
13 - PIP - 1102	N9	STR 1103 TO STR 1102	18"	RCP	10	159'	CITY					
13 - INL - 1103	N9	CURBLINE E SIDE AMETHYST CT	10	D-10-R			CITY					8402-11C
13 - PIP - 1104	N9	STR 1107 TO STR 1101	38"	RCP	4.4	205'	CITY					8402-11C
13 - PIP - 1105	N9	STR 1108 TO STR 1104	18"	RCP	4.9	12'	CITY					8402-11H
13 - INL - 1106	N9	W CURBLINE ON MONTARBOR, 100' N OF GEMSTONE	8"	D-10-R			CITY					8402-11H
13 - AN - 1107	N9	ON MONTARBOR @ GEMSTONE					CITY					8402-11H
13 - PIP - 1108	N9	STR 1116 TO STR 1111	24"	RCP	3.2	249'	CITY					8402-11H
13 - PIP - 1109	N9	STR 1110 TO STR 1108	24"	RCP	10	8'	CITY					8402-11C
13 - INL - 1110	N9	S CURBLINE ON GEMSTONE 40' E OF BRIGHTSTARE	6"	D-10-R			CITY					8402-11C
13 - INL - 1111	N9	S CURBLINE ON GEMSTONE N OF BRIGHTSTAR	6"	D-10-R			CITY					8402-11C
13 - INL - 1112	N9	W CURBLINE ON MONTARBOR @ GEMSTONE WAY	8"	D-10-R			CITY					8402-11C
13 - PIP - 1113	N9	STR 1112 TO STR 1116	18"	RCP	14	12'	CITY					8402-11H
13 - PIP - 1114	N9	STR 1115 TO STR 1116	18"	RCP	6.6	45'	CITY					8402-11H
13 - INL - 1115	N9	E CURBLINE OF MONTARBOR @ GEMSTONE	6"	D-10-R			CITY					8402-11H
13 - PIP - 1116	N9	STR 1107 TO STR	38"	RCP	5	387'	CITY					8402-11H
13 - AN - 1117	N9	W SIDE MONTARBOR 90' S OF TOPSAIL					CITY					8402-11H
13 - PIP - 1118	N9	STR 1118 TO STR 1117	18"	RCP	3.1	48'	CITY					
13 - INL - 1119	N9	E CURBLINE ON MONTARBOR 125' S OF TOPSAIL	10"	D-10-R			CITY					
13 - PIP - 1120	N9	STR 1117 TO STR 1121	38"	RCP	5.6	351'	CITY					8402-10F
13 - AN - 1121	N9	W SIDE MONTARBOR 80' N OF POINT OF THE ROCKS					CITY					
13 - PIP - 1122	N9	STR 1121 TO STR	38"	RCP	4.3	342'	CITY					
13 - PIP - 1123	N9	STR 1124 TO STR 1122	18"	RCP	5.2	47'	CITY					
13 - INL - 1124	N9	E CURBLINE OF MONTARBOR @ POINT OF THE ROCKS	6"	D-10-R			CITY					
13 - PIP - 1125	N9	STR 1126 TO STR 1122	18"	RCP	6.7	12'	CITY					
13 - INL - 1126	N9	W CURBLINE OF MONTARBOR @ POINT OF THE ROCKS	6"	D-10-R			CITY					
13 - AN - 1127	N10	W SIDE OF MONTARBOR 220' S OF POINT OF THE ROCK					CITY					
13 - PIP - 1128	N10	STR 1127 TO STR 1131	42"	RCP	0.65	347'	CITY					
13 - INL - 1130	N10	STR 1130 TO STR 1128	18"	RCP	19	12'	CITY					
13 - AN - 1131	N10	W CURBLINE MONTARBOR 90' N OF CATSKILL LN	6"	D-10-R			CITY					
13 - INL - 1132	N10	INTERSECTION MONTARBOR & CATSKILL LN					CITY					
13 - PIP - 1133	N10	N CURBLINE OF CATSKILL @ MONTARBOR	8"	D-10-R			CITY					
13 - INL - 1134	N10	STR 1132 TO STR 1131	18"	RCP	4.6	28'	CITY					
13 - PIP - 1135	N10	S CURBLINE OF CATSKILL @ MONTARBOR	6"	D-10-R			CITY					
13 - INL - 1136	N10	STR 1134 TO STR 1137	21"	RCP	6.5	37'	CITY					
13 - PIP - 1137	N10	W CURBLINE OF MONTARBOR @ CATSKILL	6"	D-10-R			CITY					
13 - INL - 1138	M9	STR 1130 TO STR 1131	21"	RCP	5.4	85'	CITY					
13 - PIP - 1139	M9	W END GEMSTONE CT	10"	D-10-R			CITY					
13 - PIP - 1140	L9	STR 1138 TO STR 1037	21"	RCP	6.8	188'	CITY					
13 - PIP - 1141	L9	UNION OUTFALL @ COTTONWOOD CK FROM N	42"	RCP	2	400'	CITY					
13 - INL - 1142	L9	STR 1142 TO STR 1140	18"	RCP		19'	CITY					
13 - PIP - 1143	L9	W CURBLINE UNION BLVD @ WOODLAND HILLS DR	8"	R			CITY					
13 - AN - 1144	L9	STR 1140 TO STR	38"	RCP	9.11	580'	CITY					
13 - PIP - 1145	L9	W SIDE UNION BLVD 50' S WOODMAN RD					CITY					
13 - PIP - 1146	L9	STR 1144 TO STR 1146	38"	RCP	4.8	48'	CITY					
13 - PIP - 1147	L9	W SIDE UNION ACROSS WOODMAN	38"	STEEL	4.8	63'	CITY					
13 - INL - 1148	L9	STR 1148 TO STR 1149	18"	RCP	7.3	140'	CITY					
13 - PIP - 1149	L9	NE CORNER OF UNION & WOODMAN RD	12"	R			CITY					
		STR 1148 TO STR 1152	38"	RCP	4.8	63'	CITY					
OPEN GRATE												

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 1150	L9	STR 1151 TO STR 1149	18"	RCP	4	40'	CITY					
13 - INL - 1151	L9	W CURBLINE OF UNION 110' N OF WOODMAN	8"	R			CITY					
13 - AN - 1152	L9	W SIDE UNION 140' N OF WOODMAN					CITY					
13 - PIP - 1153	L9	STR 1152 TO STR 1154	38"	RCP	9.9	550'	CITY					
13 - AN - 1154	L9	W SIDE UNION BLVD 840' N OF WOODMAN					CITY					
13 - PIP - 1155	L9	STR 1154 TO STR 1156	38"	RCP	3.9	570'	CITY					
13 - AN - 1156	L9	W SIDE UNION 80' SOUTH OF SHRIDE RD					CITY					
13 - PIP - 1157	L9	STR 1156 TO STR 1158	18"	RCP		115'	CITY					
13 - INL - 1158	L9	NE CORNER OF UNION @ SHRIDER RD	10'	R			CITY					
13 - PIP - 1159	L9	STR 1161 TO STR 1160	18" RCP			50'	CITY					SUMP
13 - INL - 1160	L9	W CURBLINE UNION BLVD 40' N OF SHRIDER	8"	R			CITY					
13 - PIP - 1161	L9	STR 1158 TO STR 1162					CITY					OPEN GRATE
13 - AN - 1162	L9	W SIDE UNION BLVD 80' SOUTH OF FULLER					CITY					
13 - PIP - 1163	L9	STR 1164 TO STR 1162	24"	RCP		115'	CITY					
13 - INL - 1164	L9	NE CORNER UNION AND FULLER RD	12"	R			CITY					
13 - PIP - 1165	L9	STR 1162 TO	24"	RCP	4.2	706'	CITY					SUMP, OPEN GRATE
13 - AN - 1166	L7	W SIDE UNION 280' S OF TECUMSEH	5'				CITY					
13 - PIP - 1167	L7	STR 1166 TO STR 1168	24"	RCP	4.4	543'	CITY					
13 - AN - 1168	L7	E SIDE UNION 50' N TECUMSEH	5'				CITY					
13 - PIP - 1169	L7	STR 1168 TO STR 1170	18"	RCP		80'	CITY					
13 - INL - 1170	L7	NE CORNER UNION AND TECUMSEH	8"	R			CITY					
13 - PIP - 1171	L7	STR 1168 TO STR 1172	24"	RCP	4.8	512'	CITY					
13 - AN - 1172	L7	E SIDE UNION @ SE CORNER BRIARGATE					CITY					
13 - PIP - 1173	L7	STR 1173 TO STR 1174	30"	CSP		80'	CITY					
13 - INL - 1174	L7	SE CURBLINE OF BRIARGATE @ UNION	8"				CITY					
13 - PIP - 1175	L7	STR 1174 TO STR 1176	30"	CSP		100'	CITY					
13 - INL - 1176	L7	NE CURBLINE BRIARGATE @ UNION	8"				CITY					
13 - PIP - 1177	L7	STR 1176 TO STR 1178	24"	CSP		40'	CITY					
13 - INL - 1178	L7	NE CURBLINE UNION @ BRIARGATE	8"				CITY					
13 - PIP - 1179	L7	STR 1180 TO STR 1177	18"	RCP	8.7	106'	CITY					OPEN GRATE
13 - INL - 1180	L7	80' E, 100' N OF NE CORNER UNION @ BRIARGATE	8"	13			CITY					
13 - PIP - 1181	L7	STR 1178 TO KINGS SHOOPERS	18"	PVC		496'	CITY					OPEN GRATE
13 - PIP - 1182	L7	STR 1172 TO STR 1186	24"	RCP		150'	CITY					
13 - PIP - 1183	L7	STR 1182 TO STR 1184	18"	RCP		10'	CITY					
13 - INL - 1184	L7	NE CORNER UNION @ BRIARGATE	8"	D8			CITY					
13 - PIP - 1185	L7	STR 1182 TO STR 1186	18"	RCP		35'	CITY					
13 - INL - 1186	L7	E CURBLINE OF MEDIAN @ UNION & BRIARGATE	8"	SUMP			CITY					
13 - PIP - 1187	L7	STR 1182 TO STR 1188	18"	RCP		230'	CITY					OPEN GRATE
13 - INL - 1188	L7	E CURBLINE UNION 250' N OF BRIARGATE	8"	SUMP			CITY					
13 - AN - 1189	M5	UNION BLVD 100' S OF CHARITY DR	8"				CITY					OPEN GRATE
13 - PIP - 1190	M5	STR 1186 TO STR 1183	24"	RCP	2.06	398'	CITY					
13 - PIP - 1191	M5	STR 1182 TO STR 1190	18"	RCP	1	20'	CITY					
13 - INL - 1192	M5	N CURBLINE UNION 180' S OF CHARITY	8"	D-10-R			CITY					
13 - AN - 1193	M5	UNION BLVD 500' S OF CHARITY	6"				CITY					
13 - PIP - 1194	M5	STR 1183 TO STR 1198	27"	RCP	1.4	428'	CITY					
13 - INL - 1195	M5	E CURBLINE MEDIAN ON UNION	4"	D-10-R			CITY					
13 - PIP - 1196	M5	STR 1195 TO STR 1194	18"	RCP	2	20'	CITY					
13 - INL - 1197	M5	E CURBLINE UNION BLVD 500' N OF RESEARCH	14"	D-10-R			CITY					
13 - PIP - 1198	M5	STR 1187 TO STR 1199	27"	RCP	1.4	71'	CITY					
13 - AN - 1199	M5	UNION BLVD 480' N OF RESEARCH	8"				CITY					
13 - PIP - 1200	M5	STR 1199 TO STR 1203	48"	RCP	.57	523'	CITY					
13 - INL - 1201	M5	W CURBLINE OF UNION 480' N OF RESEARCH	14"	D-10-R			CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACTER.	SPILLWAY CHARACTER.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 1202	M5	STR 1201 TO STR 1200	27"	RCP	1.4	19'	CITY					
13 - AN - 1203	M5	N SIDE RESEARCH AND UNION					CITY					
13 - PIP - 1204	M5	STR 1206 TO STR 1203	21"	RCP	1.6	86'	CITY					
13 - INL - 1206	M5	NE CORNER RESEARCH & UNION	8"	D-10-R			CITY					
13 - PIP - 1208	M5	STR 1203 TO STR 1207	42"	RCP	1.0	341'	CITY					
13 - AN - 1207	M5	N SIDE RESEARCH 270' W OF UNION					CITY					
13 - PIP - 1208	M5	STR 1207 TO STR 1208	42"	RCP	1.0	350'	CITY					
13 - AN - 1208	M5	N SIDE RESEARCH 840' W OF UNION					CITY					
13 - PIP - 1210	M5	STR 1208 TO STR 1211	2 @ 29" X 45"	RCP		186'	CITY				JCT BOX	
13 - AN - 1211	M5	S CURBLINE RESEARCH 840' W OF UNION					CITY					
13 - PIP - 1212	M5	STR 1211 TO STR 1213	42"	RCP	2.0	378'	CITY					
13 - AN - 1213	M5	S CURB RESEARCH 400' E OF LEXINGTON					CITY					
13 - PIP - 1214	M5	STR 1213 TO PIP 35	42"	RCP	4.5	407'	CITY					
13 - INL - 1215	L5	S MEDIAN RESEARCH 850' W OF SUMMERSET	4"	13			CITY					
13 - PIP - 1216	L5	STR 1215 TO NORWICH	18"	RCP		175'	CITY				OPEN GRATE	
13 - INL - 1217	L9	LANG DRIVE S CURB 250' N OF PURGATORY	8"	D-10-R			CITY					
13 - PIP - 1218	L9	STR 1217 TO STR 1219	24"	RCP		38'	CITY					
13 - INL - 1219	L9	N CURB LANGE DR 300' N OF PURGATORY	12"	D-10-R			CITY					
13 - PIP - 1220	L9	STR 1219 TO STR 1221	30"	RCP		280'	CITY					
13 - PIP - 1221	L9	E SIDE UNION STR 1220 TO COTTONWOOD CREEK	36"	RCP		1850'	CITY					
13 - INL - 1222	L9	SE CORNER OF UNION @ DUBLIN	8"	D-10-R			CITY					
13 - INL - 1223	L9	SE CORNER OF DUBLIN @ UNION	8"	D-10-R			CITY					
13 - PIP - 1224	L9	STR 1223 TO PIP 1222	24"	RCP	3.3	43'	CITY					
13 - INL - 1225	L9	NE CORNER ON DUBLIN @ UNION	8"	D-10-R			CITY					
13 - PIP - 1226	L9	STR 1225 TO PIP 1221	24"	RCP	9.8	32'	CITY					
13 - INL - 1227	L9	E CURB OF UNION 800' N OF DUBLIN	8"	D-10-R			CITY					
13 - INL - 1228	L9	TELLURIDE DR W CURB	4"	D-10-R			CITY					
13 - PIP - 1229	L9	STR 1228 TO STR 1231	24"	CMP		70'	CITY					
13 - INL - 1230	L9	TELLURIDE DR E CURB	4"	D-10-R			CITY					
13 - PIP - 1231	L9	STR 1233 TO STR 1234	42"	CMP		14'	CITY					
13 - PIP - 1232	L9	STR 1230 TO STR 1234	24"	CMP		70'	CITY					
13 - INL - 1233	L9	TUCKERMAN LA NW CORNER	10"	D-10-R			CITY					
13 - PIP - 1234	L9	STR 1233 TO STR 1235	36"	CMP		36'	CITY					
13 - AN - 1235	L9	PEAK CIRCLE N OF TUCKERMAN					CITY					
13 - PIP - 1236	L9	PEAK CIR FROM TUCKERMAN N	42"	CMP	1.5	648'	CITY				JCT BOX	
13 - INL - 1237	L9	PEAK CIR S CURB @ NW	4"	D-10-R			CITY					
13 - PIP - 1238	L9	STR 1237 TO STR 1239	18"	CMP		84'	CITY					
13 - AN - 1239	L9	PEAK CIR CENTER CUL-DE-SAC					CITY					
13 - PIP - 1240	L9	STR 1242 TO STR 1241	42"	RCP	.8	42'	CITY					
13 - AN - 1241	L9	QUAIL MEADOWS FIL NO 4 NE CORNER					CITY					
13 - INL - 1242	L9	PEAK CIR CURB CENTER CUL-DE-SAC	4"	D-10-R			CITY					
13 - INL - 1243	L9	FREDRICK DR E CURB 90' S OF CANTON LN	8"	D-10-R			CITY					
13 - INL - 1244	L9	FREDRICK DR W CURB 90' S CANTON LN	8"	D-10-R			CITY					
13 - PIP - 1245	L9	STR 1244 TO STR 1248	24"	RCP	1	50'	CITY					
13 - PIP - 1246	L9	STR 1243 TO STR 1247	24"	RCP	0.68	390'	CITY					
13 - INL - 1247	L9	FREDRICK DR S CURB	14"	D-10-R			CITY					
13 - INL - 1248	L9	FREDRICK DR N CURB	14"	D-10-R			CITY					
13 - PIP - 1249	L9	STR 1247 TO STR 1248	36"	RCP	1	36'	CITY					
13 - PIP - 1250	L9	STR 1248 TO COTTONWOOD CREEK	36"	RCP		144'	CITY					
13 - CUL - 1251	L10	TUCKERMAN LANE 130' S MARDON BELLS	8' X 12'	RCB			CITY					
13 - CHA - 1252	L10	E OF TUCKERMAN N OF UNION	5' X 5' X 15'	CONC	2.8	510'	CITY					
13 - CHA - 1253	L10	STR 1252 TO STR 1254	5' X 4' X 15'	CONC	3.4	200'	CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - CHA - 1264	L10	STR 1263 TO STR 1265	5' X 4' X 15'	CONC	3	100'	CITY					
13 - CHA - 1265	L10	STR 1264 TO STR 1266	5' X 4' X 15'	CONC	2.03	333'	CITY					
13 - PIP - 1266	L10	STR 1265 TO STR 1267	24"	RCP	4	374'	CITY					
13 - AN - 1267	L10	335' N OF UNION 1000' E OF TUCKERMAN					CITY					
13 - PIP - 1268	L10	STR 1267 TO STR 1269	24"	RCP	7.6	327'	CITY					
13 - PIP - 1269	L10	STR 1268 TO STR 1280	24"	RCP		26'	CITY					
13 - INL - 1280	L10	VICKERS DR N CURB 800' E TUCKERMAN	5' X 13'	R			CITY					
13 - PIP - 1281	L10	STR 1280 TO STR 1282	27"	RCP	1	81'	CITY					
13 - AN - 1282	L10	VICKERS DR 850' E TUCKERMAN					CITY					
13 - PIP - 1283	L10	STR 1280 TO STR 1284	28"	RCP		55'	CITY					
13 - INL - 1284	L10	VICKERS DR S CURB 800' E TUCKERMAN	5' X 13'	R			CITY					
13 - PIP - 1285	L10	STR 1284 TO STR 1288	21"	RCP	12.5	51'	CITY					
13 - AN - 1288	L10	41' S OF VICKERS WINDTREE APTS					CITY					
13 - PIP - 1287	L10	STR 1281 TO STR 1300	24"	RCP	3.8	384'	CITY					
13 - PIP - 1288	L10	STR 1286 TO STR 1289	72"	RCP	2.06	233'	CITY					
13 - PIP - 1289	L10	STR 1288 TO STR 1270	80"	RCP	3.7	88'	CITY					
13 - INL - 1270	L10	318' E OF CHANNEL	6' X 2.5'	R			CITY					
13 - PIP - 1271	L10	STR 1270 TO STR 1272	80"	RCP	0.26	449'	CITY				GRADED	
13 - INL - 1272	L10	780' NW UNION BLVD	6' X 2.5'	R			CITY					
13 - PIP - 1273	L10	STR 1272 TO STR 1274	80"	RCP	2.5	384'	CITY					
13 - PIP - 1274	L10	STR 1273 TO STR 1305	80"	RCP	3.5	385'	CITY					
13 - INL - 1275	L10	S CURB OF KEYSTONE @ UNION	12"	D-10-R			CITY					
13 - PIP - 1276	L10	STR 1275 TO STR 1279	27"	CMP	16.8	87'	CITY					
13 - INL - 1277	L10	N CURB OF KEYSTONE @ UNION	12"	D-10-R			CITY					
13 - INL - 1278	L10	E CURB OF UNION @ KEYSTONE	12"	D-10-R			CITY					
13 - PIP - 1279	L10	STR 1278 W ACROSS UNION	38"	CMP	2.2	140'	CITY					
13 - PIP - 1280	L10	STR 1281 TO STR 1262	30"	RCP	1.8	120'	CITY					
13 - INL - 1281	L10	S CURB MAROON BELLS @ EAGLES NEST	12"	D-10-R			CITY					
13 - PIP - 1282	L10	STR 1281 TO STR 1284	24"	RCP		50'	CITY					
13 - INL - 1284	L10	W CURB EAGLES NEST @ MAROON BELLS	10"	D-10-R			CITY					
13 - PIP - 1286	L10	STR 1281 TO STR 1288	18"	RCP		80'	CITY					
13 - INL - 1288	L10	E CURB EAGLES NEST @ MAROON BELLS	8"	D-10-R			CITY					
13 - PIP - 1287	L10	STR 1288 TO STR 1263	30"	RCP	2.8	120'	CITY					
13 - INL - 1288	L10	S CURB MAROON BELLS @ MACH I	18"	D-10-R			CITY					
13 - PIP - 1289	L10	STR 1288 TP STR 1280	18"	RCP		50'	CITY					
13 - INL - 1290	L10	W CURB MACH I @ MAROON BELLS	10"	D-10-R			CITY					
13 - PIP - 1291	L10	STR 1288 TO STR 1284	24"	RCP		60'	CITY					
13 - INL - 1292	L10	N CURB MAROON BELLS @ MACH I	8"	D-10-R			CITY					
13 - PIP - 1293	L10	STR 1291 TO STR 1292	18"	RCP		15'	CITY					
13 - INL - 1294	L10	E CURB MACH I @ MAROON BELLS	8"	D-10-R			CITY					
13 - INL - 1295	L10	130' S MAROON BELLS ON TUCKERMAN	4'				CITY					
13 - CHA - 1296	L10	TUCKERMAN WEST TO HOLLOWBROOK	5' X 5' X 15'	CONC		820'	CITY				CURB CUTS	
13 - CUL - 1297	L10	HOLLOWBROOK CT	6' X 12'	RCS		70'	CITY					
13 - PIP - 1298	L11	STR 1288 TO STR 1289	18"	RCP	3.2	100'	CITY					
13 - INL - 1298	L11	N CURB TRINITY CR 300' W OF PARAGON	4"	D-10-R			CITY					
13 - AN - 1300	L11	VICKERS @ PARAGON DR					CITY					
13 - PIP - 1301	L11	STR 1300 TO STR 1302	18"	RCP	2.8	31'	CITY					
13 - INL - 1302	L11	S CURB VICKERS @ PARAGON	10"	D-10-R			CITY					
13 - PIP - 1303	L11	STR 1304 TO STR 1300	18"	RCP	3.2	130'	CITY					
13 - INL - 1304	L11	S CURB VICKERS @ PARAGON	12"	D-10-R			CITY					
13 - PIP - 1305	L11	STR 1316 TO STR 1274	72"	CMP	2	328'	CITY					
13 - PIP - 1308	L11	STR 1307 TO STR 1305	27"	CMP	17.4	51'	CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - INL - 1307	L11	W CURB UNION 380' N OF VICKERS	10"	D-10-R			CITY					
13 - INL - 1308	L11	E CURB UNION 380' N OF VICKERS	10"	D-10-R			CITY					
13 - PIP - 1309	L11	STR 1308 TO STR 1307	27"	CMP	2.8	125'	CITY					
13 - PIP - 1310	L11	STR 1306 TO STR 1311	24"	CMP	8.3	155'	CITY					
13 - INL - 1311	L11	W CURB OF UNION @ VICKERS					CITY					
13 - INL - 1312	L11	N CURB VICKERS 150' E OF UNION	12"	D-10-R			CITY				HIGH VELOCITY	
13 - PIP - 1313	L11	STR 1314 TO STR 1306	30"	CMP	3.8	50'	CITY					
13 - INL - 1314	L11	S CURB VICKERS 150' E OF UNION	12"	D-10-R			CITY					
13 - PIP - 1315	L11	STR 1306 TO STR 1321	72"	CMP	3.2	380'	CITY					
13 - PIP - 1316	L11	STR 1315 TO STR	80"	CMP			CITY					
13 - PIP - 1317	L11	STR 1318 TO STR 1315	24"	CMP			CITY					
13 - INL - 1318	L11	W CURB DEL REY @ VICKERS					CITY					
13 - PIP - 1318	L11	STR 1320 TO STR 1315	24"	CMP			CITY					
13 - INL - 1320	L11	E CURB DEL REY @ VICKERS					CITY					
13 - PIP - 1321	M11	STR 1315 TO STR	42"	CMP		883'	CITY					
13 - PIP - 1322	M11	STR 1323 TO STR 1321	24"	CMP			CITY					
13 - INL - 1323	M11	W CURB ELDORA @ VICKERS					CITY					
13 - PIP - 1324	M11	STR 1321 TO STR 1325	24"	CMP			CITY					
13 - INL - 1325	M11	E CURB ELDORA @ VICKERS					CITY					
13 - INL - 1326	M11	N CURB VICKERS @ ELDORA	8"	D-10-R			CITY					
13 - PIP - 1327	M11	STR 1328 TO STR 1321	24"	CMP		11'	CITY					
13 - PIP - 1328	M11	STR 1328 TO STR 1321	24"	CMP	5.4	90'	CITY					
13 - INL - 1329	M11	S CURB VICKERS @ ELDORA	8"	D-10-R			CITY					
13 - PIP - 1330	M11	STR 1331 TO STR 1321	24"	CMP			CITY					
13 - INL - 1331	M11	W CURB DEL PAZ @ VICKERS					CITY					
13 - PIP - 1332	M11	STR 1333 TO STR 1321	24"	CMP			CITY					
13 - INL - 1333	M11	E CURB DEL PAZ @ VICKERS					CITY					
13 - PIP - 1334	M11	STR 1321 TO STR 1336	42"	CMP	5	100'	CITY					
13 - PIP - 1335	M10	STR 1334 TO STR 1336	48"	CMP	5	356'	CITY					
13 - PIP - 1336	M10	STR 1335 TO STR 1344	42"	CMP	5.8	312'	CITY					
13 - PIP - 1337	M10	STR 1338 TO STR 1336	21"	CMP		70'	CITY					
13 - INL - 1338	M10	W CURB BELL MOUNTAIN DR @ VICKERS S SIDE	8"	D-10-R			CITY					
13 - INL - 1339	M10	W CURB BELL MOUNTAIN @ VICKERS N SIDE	8"	D-10-R			CITY					
13 - INL - 1340	M10	E CURB BELL MOUNTAIN @ VICKERS N SIDE	8"	D-10-R			CITY					
13 - PIP - 1341	M10	STR 1340 TO STR 1338	21"	CMP			CITY					
13 - INL - 1342	M10	N CURB VICKERS 100' E OF BELL MOUNTAIN	18"	D-10-R			CITY					
13 - INL - 1343	M10	S CURB VICKERS 100' E OF BELL MOUNTAIN	18"	D-10-R			CITY					
13 - PIP - 1344	M10	STR 1338 TO STR 1341	30"	CMP	9	100'	CITY					
13 - PIP - 1345	M10	STR 1338 TO STR 1348	21"	CMP		70'	CITY					
13 - INL - 1346	M10	E CURB BELL MOUNTAIN @ VICKERS S SIDE	8"	D-10-R			CITY					
13 - INL - 1347	M10	W CURB DEL PAZ DR 850' E OF FLINTRIDGE	4"	D-10-R			CITY					
13 - PIP - 1348	M10	STR 1347 TO STR 1349	18"	RCP		35'	CITY					
13 - INL - 1349	M10	E CURB DEL PAZ 850' E OF FLINTRIDGE	10"	D-10-R			CITY					
13 - PIP - 1350	M10	STR 1349 TO 3 175'	24"	RCP		175'	CITY					
13 - AN - 1351	N10	VICKERS DR. 300' S OF MONTARBOR					CITY					
13 - PIP - 1352	N10	STR 1351 TO E 10'	30"	RCP		10'	CITY					
13 - PIP - 1353	N10	STR 1351 TO STR 1357	30"	RCP	4.9	385'	CITY				PLUGGED	
13 - INL - 1354	N10	W CURB VICKERS DR 230' S OF MONTARBOR	10"	D-10-R			CITY					
13 - PIP - 1355	N10	STR 1354 TO STR 1358	21"	RCP		35'	CITY					
13 - PIP - 1356	N10	STR 1355 TO STR 1353	21"	DIP		20'	CITY					
13 - AN - 1357	N10	E SIDE VICKERS @ MONTARBOR					CITY					
13 - PIP - 1358	N10	STR 1357 TO STR 1359	30"	RCP	4.27	397'	CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - AN - 1368	N10	E SIDE VICKERS 387' N OF MONTARBOR					CITY					
13 - PIP - 1369	N10	STR 1369 TO STR 1381	38"	RCP	2.8	370'	CITY					
13 - AN - 1381	N10	E SIDE VICKERS 40' S OF CATSKILL DR					CITY					
13 - PIP - 1382	N10	STR 1383 TO STR 1384	18"	RCP		8'	CITY					
13 - INL - 1383	N10	E SIDE VICKERS @ CATSKILL	8"	D-10-R			CITY					
13 - PIP - 1384	N10	STR 1381 TO STR	42"	RCP	3.35	495'	CITY					
13 - INL - 1385	N10	W CURB VICKERS @ CATSKILL	6"	D-10-R			CITY					
13 - PIP - 1386	N10	STR 1385 TO STR 1384	24"	RCP		20'	CITY					
13 - PIP - 1387	N10	STR 1386 TO STR 1384	24"	RCP	1.6	145'	CITY					
13 - INL - 1388	N10	S CURB CATSKILL 80' W OF VICKERS	6"	D-10-R			CITY					
13 - INL - 1389	N10	N CURB CATSKILL 80' W OF VICKERS	6"	D-10-R			CITY					
13 - PIP - 1370	N10	STR 1389 TO STR 1387					CITY					
13 - INL - 1371	N10	N CURB CATSKILL @ VICKERS	8"	D-10-R			CITY					
13 - PIP - 1372	N10	STR 1371 TO STR 1387					CITY					
13 - INL - 1373	N10	W CURB VICKERS @ CATSKILL	8"	D-10-R			CITY					
13 - PIP - 1374	N10	STR 1373 TO STR 1384					CITY					
13 - AN - 1375	N10	VICKERS DR 280' S OF RANGEWOOD					CITY					
13 - PIP - 1376	N10	STR 1377 TO STR 1375	48"	RCP	1.2	288'	CITY					
13 - AN - 1377	N10	VICKERS DR 280' S OF RANGEWOOD					CITY					
13 - PIP - 1378	N10	STR 1377 TO STR 1387	48"	RCP	1.2	308'	CITY					
13 - PIP - 1379	N10	90' S RANGEWOOD STR 1378 TO 50' N	18"	RCP		50'	CITY					
13 - PIP - 1380	N10	STR 1378 TO STR 1381					CITY				PLUGGED	
13 - INL - 1381	N10	W CURB VICKERS DR @ RANGEWOOD	8"	D-10-R			CITY					
13 - INL - 1382	N10	E CURB VICKERS @ RANGEWOOD	10"	D-10-R			CITY					
13 - PIP - 1383	N10	STR 1382 TO STR 1386					CITY					
13 - INL - 1384	N10	S CURB RANGEWOOD @ VICKERS	6"	D-10-R			CITY					
13 - PIP - 1386	N10	STR 1384 TO STR 1388					CITY					
13 - PIP - 1388	N10	STR 1385 TO STR 1387	21"	RCP	2.5	35'	CITY					
13 - AN - 1387	N10	N SIDE RANGEWOOD @ VICKERS					CITY					
13 - PIP - 1389	N10	STR 1387 TO OUTFALL	42"	RCP	8.5	100'	CITY					
13 - INL - 1388	N10	N CURB RANGEWOOD @ VICKERS	12"	D-10-R			CITY					
13 - PIP - 1380	N10	STR 1388 TO STR 1388	21"	RCP	58	18'	CITY					
13 - INL - 1381	O5	N CURB ESTEBURY S OF CAVENDISH					CITY					
13 - PIP - 1382	O5	STR 1381 TO STR 1383	18"	RCP		38'	CITY					
13 - INL - 1383	O5	S CURB ESTEBURY S OF CAVENDISH					CITY					
13 - PIP - 1384	O5	STR 1383 TO STR 841	24"	RCP		173'	CITY					
13 - INL - 1386	O5	NW CORNER ARAGON & WINTHROP	8"				CITY					
13 - PIP - 1388	O5	STR 1385 TO STR 1387	18"	RCP	1	48'	CITY				OPEN GRATE	
13 - INL - 1387	O5	S CURB ARAGON @ WINTHROP	8"				CITY					
13 - PIP - 1389	O5	STR 1387 TO STR 1389	18"	RCP	1.8	148'	CITY				OPEN GRATE	
13 - INL - 1388	O5	N CURB AUSTIN BLUFFS 500' N COACH HOUSE	10"				CITY					
13 - PIP - 1400	O5	STR 1389 TO STR 1401	24"	RCP		89'	CITY				OPEN GRATE	
13 - INL - 1401	O5	S CURB AUSTIN BLUFFS 500' N COACH HOUSE	6"				CITY					
13 - PIP - 1402	O5	STR 1401 TO STR 1403	24"	RCP		108'	CITY				OPEN GRATE	
13 - INL - 1403	O5	N CURB ESTEBURY @ COBBLESKILL					CITY					
13 - PIP - 1404	O5	STR 1403 TO STR 1405	24"	RCP		248'	CITY					
13 - AN - 1405	O5	COBBLESKILL 220' S ESTEBURY					CITY					
13 - PIP - 1406	O5	STR 1405 TO STR 1412	27"	RCP		353'	CITY					
13 - INL - 1407	O5	E CURB ESTEBURY @ COBBLESKILL					CITY					
13 - PIP - 1408	O5	STR 1406 TO STR 1407					CITY					
13 - INL - 1409	O5	SE CORNER COBBLESKILL & ESTEBURY					CITY					
13 - PIP - 1410	O5	STR 1408 TO STR 1408					CITY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - INL - 1411	05	W CURB ESTEBURY @ COBBLESKILL					CITY					
13 - PIP - 1412	05	STR 1411 TO STR 841	30"	RCP		151'	CITY					
13 - INL - 1413	05	N CURB ARAGON 250' S OF WINTHROP	8"	CB			CITY					
13 - PIP - 1414	05	STR 1413 TO STR 1415	18"	RCP	1	97'	CITY				OPEN GRATE	
13 - INL - 1415	05	S CURB ARAGON 250' S OF WINTHROP	8"	CB			CITY					
13 - PIP - 1416	05	STR 1417 TO STR 1415	18"	RCP	0.15	176'	CITY				OPEN GRATE	
13 - INL - 1417	05	N CORNER AUSTIN BLUFFS @ COACH MOUSE	12"	CB			CITY					
13 - INL - 1418	05	N CURB SCARBOROUGH @ COACH HOUSE	18"	CB			CITY				OPEN GRATE	
13 - PIP - 1419	05	STR 1418 TO 5' NORTH	30"	RCP	2	5'	CITY				OPEN GRATE	
13 - PIP - 1420	05	STR 1418 TO STR 1423	36"	RCP	5.5	343'	CITY				STUB OUT	
13 - INL - 1421	05	S CURB SCARBOROUGH @ COACH HOUSE					CITY					
13 - PIP - 1422	05	STR 1421 TO STR 1420	18"	RCP	2.3	74'	CITY					
13 - AN - 1423	05	COACH HOUSE DR 240' S OF SCARBOROUGH					CITY					
13 - PIP - 1424	05	STR 1423 TO STR 1428	36"	RCP	3.8	458'	CITY					
13 - INL - 1425	05	S CURB COACH HOUSE @ AUSTIN BLUFFS	8"	CB			CITY					
13 - PIP - 1426	05	STR 1425 TO STR 1424	18"	RCP	2	42'	CITY				OPEN GRATE	
13 - PIP - 1427	05	STR 1417 TO STR 1428	24"	RCP			CITY					
13 - AN - 1428	05	INTERSECTION COACH HOUSE & AUSTIN BLUFFS					CITY					
13 - PIP - 1429	05	STR 1428 TO STR 1432	42"	RCP		540'	CITY					
13 - INL - 1430	05	E CURB AUSTIN BLUFFS 320' S COACH HOUSE	8"	CB			CITY					
13 - PIP - 1431	05	STR 1430 TO STR 1429	18"	RCP	37	8'	CITY				OPEN GRATE	
13 - AN - 1432	05	AUSTIN BLUFFS 180' N OF RESEARCH					CITY					
13 - INL - 1433	05	S CURB RESEARCH @ SCARBOROUGH	8"	CB			CITY					
13 - PIP - 1434	05	STR 1433 TO STR 1435	18"	RCP	1	131'	CITY				OPEN GRATE	
13 - AN - 1435	05	NW CORNER SCARBOROUGH & RESEARCH STREET					CITY					
13 - PIP - 1436	05	STR 1435 TO STR 1437	24"	RCP	21	13'	CITY					
13 - INL - 1437	05	NW CORNER SCARBOROUGH & RESEARCH	12"	CB			CITY					
13 - PIP - 1438	05	STR 1435 TO STR 1439	30"	DIP		20'	CITY				OPEN GRATE	
13 - PIP - 1439	05	STR 1438 TO OUT FALL	30"	RCP	3	82'	CITY					
13 - INL - 1440	05	E CURB SCARBOROUGH @ RESEARCH	8"	CB			CITY					
13 - PIP - 1441	05	STR 1440 TO STR 1439	18"	RCP	45	37'	CITY				OPEN GRATE	
13 - INL - 1442	M8	S CURB LANGE CIRCLE 350' E OF FLINTRIDGE	4"	D-10-R			CITY					
13 - PIP - 1443	M8	STR 1442 TO STR 1444	18"	CMP		40'	CITY					
13 - INL - 1444	M8	N CURB LANGE CIR 370' E OF FLINTRIDGE	4"	D-10-R			CITY					
13 - PIP - 1445	M8	STR 1444 TO NE	18"	CMP		170'	CITY					
13 - INL - 1446	M8	S CURB UNION BLVD 580' N OF LEXINGTON	4"	D-10-R			CITY					
13 - AN - 1447	M8	UNION BLVD 1000' S OF BRIGATINE DR					CITY					
13 - PIP - 1448	M8	STR 1447 TO STR 1452	36"	RCP	5.2	500'	CITY					
13 - INL - 1449	M8	HP GATE ON UNION S CURB	8"	D-10-R			CITY					
13 - PIP - 1450	M8	STR 1449 TO STR 1448	24"	RCP	4.8	40'	CITY					
13 - PIP - 1451	M8	STR 1451 TO STR 1452	36"	RCP	1	36'	CITY					
13 - AN - 1452	M8	UNION BLVD @ TE HP GATE					CITY				STUBBED-OUT	
13 - INL - 1453	M8	N CURB HP GATE @ UNION					CITY					
13 - PIP - 1454	M8	STR 1454 TO STR 1452	24"	RCP	4	10'	CITY					
13 - INL - 1455	M8	E CURB UNION BLVD @ BRIGATINE	4"	D-10-R			CITY					

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13 - INL - 2001	N-9	S. OF INTERSECTION R.D./D.B.	8"	D-10-R	1.6	132'	CITY					
13 - PIP - 2002	N-9	S. OF INTERSECTION R.D./D.B.	18"	RCP	3.61	266.94	CITY					8402-13
13 - INL - 2003	O-10	80' NE CORNER SADDLE ROCK RD/RR	10"	D-10-R	1.85	42.10	CITY				REF. DUBLIN BLVD. 30" PIPE (8408-8C)	
13 - PIP - 2004	O-10	80' NE CORNER SADDLE ROCK RD/RR	18" X 30" ELLP.	RCP		125.84	CITY					8806-2i
13 - MAN - 2005	O-10	CENTERLINE R.D./W. SADDLE ROCK RD.	18" X 30" ELLP.	RCP		125.84	CITY					8806-2i
13 - PIP - 2006	O-10	CENTERLINE R.D./W. SADDLE ROCK RD.	30"	RCP	3.71	33.94	CITY					8806-2i
13 - MAN - 2007	O-10	CENTERLINE R.D./W. SADDLE ROCK RD.	30"	RCP	3.71	33.94	CITY					8806-2i
13 - PIP - 2008	O-10	CENTERLINE R.D./W. SADDLE ROCK RD.	38"	RCP	3.41	175.10	CITY					8806-2i
13 - MAN - 2009	O-9	200' N. ON W. CURB, SADDLE ROCK RD.	38"	RCP	3.41	175.10	CITY					8806-2i
13 - PIP - 2010	O-9	200' N. ON W. CURB, SADDLE ROCK RD.	30"	RCP	4.01	396.86	CITY					8806-2i
13 - MAN - 2011	O-9	200' N. ON W. CURB, SADDLE ROCK RD.	30"	RCP	4.01	396.86	CITY					8806-2i
13 - PIP - 2012	O-9	200' N. ON W. CURB, SADDLE ROCK RD.	30"	RCP	5.50	380	CITY					8806-2i
13 - MAN - 2013	N-9	CENTERLINE OF FUTURE STREET	30"	RCP	5.50	390	CITY					8806-2K
13 - PIP - 2014	N-9	CENTERLINE OF FUTURE STREET	38"	RCP	5.50	322.78	CITY					8806-2K
13 - INL - 2015	N-9	CENTERLINE OF FUTURE STREET	10"	D-10-R	5.50	322.78	CITY					8806-2K
13 - PIP - 2016	N-9	CENTERLINE OF FUTURE STREET	18"	RCP	5.82	8.38	CITY					8806-2K
13 - INL - 2017	N-9	CENTERLINE OF FUTURE STREET	8"	D-10-R	5.82	8.38	CITY					8806-2K
13 - PIP - 2018	N-9	CENTERLINE OF FUTURE STREET	18"	RCP	6.80	8.35	CITY					8806-2K
13 - MAN - 2019	N-9	480' E OF VICKERS DRIVE	18"	RCP	6.80	8.35	CITY					8806-2K
13 - PIP - 2020	N-9	480' E OF VICKERS DRIVE	24"	RCP	17.4	87.58	CITY					8806-2K
13 - PIP - 2021	N-9	CROSSING R.D. APPROX. 400' E OF VICKERS DR.	72"	RCP	1.72	290	CITY					8806-2K
13 - PIP - 2022	N-9	CROSSING R.D. APPROX. 400' E OF VICKERS DR.	18"	RCP	49.0	23.86	CITY					8806-2K
13 - INL - 2023	N-9	N. CURBLINE	10"	D-10-R	49.0	23.86	CITY					8806-2K
13 - INL - 2024	O-10	SE CORNER SADDLE ROCK/EXPEDITION	8"	D-10-R	1.83	86.29	CITY					8806-2E
13 - PIP - 2025	O-10	SE CORNER SADDLE ROCK/EXPEDITION	24"	RCP	2.88	284.06	CITY					8806-2E
13 - MAN - 2026	O-10	NW CORNER SADDLE ROCK C.R.	24"	RCP	2.88	284.06	CITY					8806-2E
13 - PIP - 2027	O-10	NW CORNER SADDLE ROCK C.R.	30"	RCP	3.71	33.94	CITY					8806-2E
13 - INL - 2028	O-10	NE C.R. OF SADDLE ROCK/EXPEDITION	8"	D-10-R	3.71	33.94	CITY					8806-2E
13 - PIP - 2029	O-10	NE C.R. OF SADDLE ROCK/EXPEDITION	18"	RCP	2.5	49.87	CITY					8806-2E
13 - INL - 2030	O-10	50' SW OF RANGEWOOD ON SADDLE ROCK CURBLINE	8"	D-10-R	2.5	49.87	CITY					8806-2E
13 - PIP - 2031	J-8	SECTION OF STORM SEWER BETWEEN 2815 & 2818	48"		140'		COUNTY					8806-2E
13 - PIP - 2033	J-8	OUTFALL FROM 2818 TO POND	48"	CMP			COUNTY					
13 - INL - 2034	J-8	IN PRINCE DRIVE		GRATED INLET			COUNTY					
13 - INL - 2035	J-8	IN PRINCE DRIVE		GRATED INLET			COUNTY					
13 - PIP - 2036	J-8	OUT OF VAC. LOT.	18"				CITY					
13 - INL - 2037	J-8	MEDIAN CAMPUS DRIVE	4"	D-10-R			CITY					8511-48
13 - PIP - 2038	J-8	MEDIAN CAMPUS DRIVE	18"	RCP	1	26.7	CITY					8511-48
13 - INL - 2039	J-8	330' E. OF VINCENT DRIVE					CITY					8511-48
13 - INL - 2040	J-8	330' E. OF VINCENT DRIVE	18"	RCP	0.54	294.8'	CITY					8511-48
13 - PIP - 2041	J-8	INTERSECTION CAMPUS DR/VINCENT DR. S. CURB	4"	D-10-R			CITY					8511-48
13 - INL - 2042	J-8	INTERSECTION CAMPUS DR/VINCENT DR. S. CURB	18"	RCP	7.28	120'	CITY					8511-48
13 - PIP - 2043	J-8	130' s. OF CAMPUS DR. ON VINCENT DR.					CITY					8511-48
13 - INL - 2044	J-8	130' s. OF CAMPUS DR. ON VINCENT DR.	18"	RCP	1.86	318'	CITY					8511-48
13 - PIP - 2045	J-8	WOODMEN & VINCENT DRIVE					CITY					8511-48
13 - PIP - 2046	J-8	WOODMEN & VINCENT DRIVE	18"	RCP	1.86	88	CITY					8511-48
13 - MAN - 2047	J-8	WOODMEN & VINCENT DRIVE	4"	D-10-R			CITY					8511-48
13 - PIP - 2048	J-8	WOODMEN & VINCENT DRIVE	18"	RCP	1	8'	CITY					8511-48
13 - MAN - 2049	J-8	WOODMEN & VINCENT DRIVE	4"	D-10-R			CITY					8511-48
13 - PIP - 2050	J-8	CROSSING CAMPUS DRIVE	18"	RCP	2.77	71.81	CITY					8511-48
13 - INL - 2051	K-8	SW CORNER SNOWBIRD/DUBLIN BLVD.	8"	D-10-R			CITY					7807-11A
13 - PIP - 2052	K-8	SW CORNER SNOWBIRD/DUBLIN BLVD.	18"	RCP	1	30'	CITY					7807-11A
13 - MAN - 2053	K-8	W. CURB SNOWBIRD DRIVE IN CUL-DE-SAC	38"	RCP	0.9	280'	CITY					7807-11A

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13 - INL - 2064	K-9	W. CURB SNOWBIRD DRIVE IN CUL-DE-SAC	12'	D-10-R			CITY					
13 - PIP - 2065	K-9	OUTFALLS ONTO COTTONWOOD CREEK	48"	RCP	0.5	230'	CITY					7807-11A
13 - PIP - 2066	K-9	E. CURB OPPOSITE CUL-DE-SAC	8"	D-10-R			CITY					7807-11A
13 - MAN - 2067	K-9	CROSSING SNOWBIRD DRIVE.	18"	RCP	1	50'	CITY					7807-11A
13 - PIP - 2068	L-9	IN PARK AREA.	8" X 12'	CONC 1	3	110'	CITY					7807-11A
13 - INL - 2069	L-9	AT BOTTOM ON LOOP.	8" X 12'	CONC 1	5	100'	CITY					7804-12
13 - PIP - 2080	L-9	110' N. OF DUBLIN BLVD.	8" X 12'	CONC 1	13.75	40'	CITY					7804-12
13 - MAN - 2081	K-10	BETWEEN ACADEMY BLVD. AND HOLLOWBROOK DRIVE					CITY					7804-12
13 - PIP - 2082	K-10	UNDER LAHMAN DRIVE	8" X 14'	CBC	1.2	82'	CITY					7812-28A/B
13 - MAN - 2083	K-10	UNDER LEHMAN DRIVE	13' X 6' X 22'	CONC 1	1.2	813.3'	CITY					7812-28A/B
13 - PIP - 2084	K-10	NW CORNER CASTLEWOOD/APPLEWOOD	16"	D-10-R			CITY					7812-28A/B
13 - INL - 2085	K-10	N. ALONG PROP. BDRY. LINE TWIN OAKS SUB PL#1	24"	RCP	3.49	282.2'	CITY					8312-9A/B
13 - PIP - 2086	K-10	N. ALONG PROP. BDRY. LINE TWIN OAKS SUB PL#1	24"	RCP	3.46	425'	CITY					8312-9A/B
13 - MAN - 2087	K-10	N. ALONG PROP. BDRY. LINE TWIN OAKS SUB PL#1	24"	RCP	4.08	225'	CITY					8312-9A/B
13 - PIP - 2088	K-10	N. ALONG PROP. BDRY. LINE TWIN OAKS SUB PL#1	24"	RCP	1.7	48'	CITY					8312-9A/B
13 - INL - 2089	K-10	N. ALONG PROP. BDRY. LINE TWIN OAKS SUB PL#1	24"	RCP	1.7	82'	CITY					8312-9A/B
13 - PIP - 2070	K-9	N. ALONG PROP. BDRY. LINE TWIN OAKS SUB PL#1	4' X 3'	CBC	1.7	82'	CITY					8312-9A/B
13 - INL - 2071	K-9	N. ALONG PROP. BDRY. LINE TWIN OAKS SUB PL#1	8' X 8' X 0"	D WALL			CITY					8312-9A/B
13 - PIP - 2072	K-9	UNDER TWIN OAKS DR.	48"	RCP	1.5	78.27'	CITY					8403-2A
13 - MAN - 2073	J-7	N INLET ON JD @ ACAD BLVD	6"	D-10-R			CITY					8403-2A
13 - PIP - 2074	J-7	CROSSING JD	48"	RCP	1.5	30'	CITY					8403-2A
13 - MAN - 2075	J-7	S CURB JD/ACAD. BLVD	20"	D-10-R			CITY					8403-2A
13 - PIP - 2076	J-7	S CURB JD/ACAD. BLVD	24"	RCP	3.5	40.14'	CITY					8710-13A
13 - INL - 2077	K-5	N CURB, 500' S RESEARCH PARKWAY	8"	D-10-R			CITY					8710-13A
13 - PIP - 2078	K-5	CROSSING TELSTAR DR	27"	RCP	5	248.38'	CITY					8805-24
13 - MAN - 2079	K-5	S CURB	14"	D-10-R			CITY					8805-24
13 - PIP - 2080	K-5	CROSSING PARKING LOT	24"	RCP	3.85	317.8'	CITY					8805-24
13 - MAN - 2081	K-5	NE CORNER EXPLORER DR/TELSTAR DR	5' ID				CITY					8805-24
13 - PIP - 2082	K-5	CROSSING EX DR. DOWN W CURB	24"	RCP	3.85	307.84'	CITY					8805-24
13 - MAN - 2083	K-5	370' N OF CHAPEL HILLS DR	12'	D-10-R			CITY					8805-24
13 - PIP - 2084	K-5		21"	RCP	4.88	82.25'	CITY					8805-24
13 - MAN - 2085	K-5	NE CORNER EXPLORER/CHAPEL HILLS DR	30"	RCP	2	120.38'	CITY					8805-24
13 - PIP - 2086	K-5	CROSSING EXPLORER DR	8"	D-10-R			CITY					8805-24
13 - MAN - 2087	K-5	NW CORNER EXPLORER/CHAPEL HILLS DR	18"	RCP	8.4	100.39'	CITY					8805-24
13 - PIP - 2088	K-5	CROSSING CHAPEL HILLS DR	30"	RCP	2.41	276.33'	CITY					8805-24
13 - INL - 2089	K-5	SE CORNER EXPLORER/CHAPEL HILLS	30"	RCP	12	20.37'	CITY					8805-24
13 - PIP - 2090	K-5	SE CORNER EXPLORER/CHAPEL HILLS	27"	RCP	6.17	387.84'	CITY					8805-24
13 - INL - 2091	K-5/B	SE CORNER EXPLORER/CHAPEL HILLS	6' ID				CITY					8805-24E
13 - PIP - 2092	K-8	SE CORNER EXPLORER/CHAPEL HILLS	30" RCP				CITY					8805-24E
13 - MAN - 2093	K-8	SE CORNER EXPLORER/CHAPEL HILLS	30"	RCP			CITY					8805-24E
13 - PIP - 2094	K-5	CROSSING LOT	30" RCP				CITY					8805-24E
13 - PIP - 2095	K-5	CROSSING LOT	6' ID				CITY					8805-24E
13 - PIP - 2096	K-5	CROSSING LOT	30" RCP				CITY					8805-24E
13 - INL - 2097	K-5	ON BOUNDARY OF USAF ACADEMY	18"	RCP	2	30'	CITY					8805-24E
13 - PIP - 2098	K-8	STUB TO NORTH	30"	RCP	2.87	337.82'	CITY					8805-24D
13 - MAN - 2100	K-8	STUB TO NORTH	6' ID				CITY					8805-24D
13 - PIP - 2101	K-8	STUB TO NORTH	38"	RCP	2	276'	CITY					8805-24D
13 - INL - 2102	K-8	INTERSECTION DUBLIN CIR & DUBLIN BLVD	12"	D-10-R			CITY					7112-3A
13 - PIP - 2103	K-8	INTERSECTION DUBLIN CIR & DUBLIN BLVD	38"	CMP	1.00	80'	CITY					7112-3A
13 - INL - 2104	K-8	INTERSECTION DUBLIN CIR & DUBLIN BLVD	10"	D-10-R			CITY					7112-3A
13 - PIP - 2105	J-8	BTWN BRITTANY CIR. & GARLOCK WAY S. CURBLINE	24"	R.C.P.	2.31	123'	CITY					7206-2

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURSDICT NUMBER
13 - PIP - 2108	J9	BTWN BRITTANY CIR. & GARLOCK WAY S. CURBLINE					CITY					
13 - INL - 2107	J9	BTWN BRITTANY CIR. & GARLOCK WAY S. CURBLINE	27"	RCP	2.88	300	CITY					7208-2
13 - PIP - 2108	J9	BTWN BRITTANY CIR. & GARLOCK WAY S. CURBLINE					CITY					7208-2
13 - INL - 2109	J9	BTWN BRITTANY CIR. & GARLOCK WAY S. CURBLINE	30"	RCP	1.18	170	CITY					7208-2
13 - INL - 2110	K9	S. CURBLINE BETWEEN ROUNDTOP & SNOWBIRD DR.	8"	D-10-R			CITY					7208-2
13 - PIP - 2111	K9	S. CURBLINE BETWEEN ROUNDTOP & SNOWBIRD DR.	18"	RCP	2.0	40	CITY					7808-1A
13 - MAN - 2112	K9	S. CURBLINE BETWEEN ROUNDTOP & SNOWBIRD DR.					CITY					7808-1A
13 - PIP - 2113	K9	S. CURBLINE BETWEEN ROUNDTOP & SNOWBIRD DR.	8"	D-10-R			CITY					7808-1A
13 - INL - 2114	K9	S. CURBLINE BETWEEN ROUNDTOP & SNOWBIRD DR.	18"	RCP			CITY					7808-1A
13 - PIP - 2115	K9	S. CURBLINE BETWEEN ROUNDTOP & SNOWBIRD DR.	24"	RCP	2.55	266	CITY					7808-1A
13 - INL - 2116	K9	S. CURBLINE BETWEEN ROUNDTOP & SNOWBIRD DR.					CITY					7808-1A
13 - PIP - 2117	K9	AT SNOWBIRD DRIVE	38"	RCP	1.58	45	CITY					7808-1A
13 - INL - 2118	K9	AT SNOWBIRD DRIVE, E CURBLINE	8"	D-10-R			CITY					7808-1A
13 - PIP - 2118	K9	AT SNOWBIRD DRIVE, E CURBLINE	18"	RCP			CITY					7808-1A
13 - PIP - 2120	L9	QUAIL MEADOWS FIL NO 4, CITY PARK	38"	RCP	8.0	484	CITY					7808-1A
13 - INL - 2121	L9	AT SNOWBIRD DRIVE, E CURBLINE	8"	D-10-R			CITY					7804-13
13 - PIP - 2122	L9	AT SNOWBIRD DRIVE, E CURBLINE	30"	RCP	7.5	300	CITY					7804-13
13 - INL - 2123	L9	W. GAMBOL QUAIL DR. W. S CURBLINE	8"	D-10-R			CITY					7804-13
13 - PIP - 2124	L9	CROSSING DUBLIN BLVD.	38"	RCP	3.33	80	CITY					7804-13
13 - INL - 2126	L9	W. GAMBOL QUAIL DR. W. N. CURBLINE	8"	D-10-R			CITY					7804-13
13 - CUL - 2128	J9	N. CURBLINE OPPOSITE WICKLOW CIR.	2-8' X 10'	RCP	0.1%	88	CITY					7808-13
13 - CHA - 2127	J9	CHANNEL FROM WICKLOW CIR. W. TO LOMMONWOOD	12' X 6' X 32'	CONCL	1.30	488	CITY					8111-5
13 - CUL - 2128	J9	CHANNEL FROM WICKLOW CIR. W. TO LOMMONWOOD	TWIN 5' X 8'	RCB	2.50	54	CITY					8111-5
13 - CHA - 2129	K9	CHANNEL TO LEMONWOOD DR.	12' X 8' X 32'	CONCL	2.1/1.4	775	CITY					8111-5
13 - CUL - 2130	K9	LEMONWOOD DRIVE	TWIN 5' X 8'	RCB	2.50	145	CITY					8111-5
13 - CHA - 2131	K9	AJD. TWIN OAKS DRIVE	10' X 6' X 30'	CONCL	1.5/3.0	182	CITY					8111-5
13 - INL - 2132	M9	SE CURBLINE D.B.W. END	10'	D-10-R			CITY					8308-7F
13 - PIP - 2133	M9	MONTARBOR DRIVE	27"	RCP	2.31	148.88	CITY					8308-7F
13 - PIP - 2134	M9	30' W. MONTARBOR DR. S. CURB D.B.					CITY					8308-7F
13 - PIP - 2135	M9	CROSSING D.B.	27"	RCP	2.42	87.2	CITY					8308-7F
13 - INL - 2136	M9	S. CURBLINE D.B./MONTARBOR DR.	10'	D-10-R			CITY					8308-7F
13 - PIP - 2137	M9	S. CURBLINE D.B./MONTARBOR DR.	21"	RCP	1.68	50	CITY					8308-7F
13 - PIP - 2138	M9	S. CURBLINE D.B./MONTARBOR DR.	8"	D-10-R			CITY					8308-7F
13 - PIP - 2138	M9	S. CURBLINE D.B./MONTARBOR DR.	21"	RCP	0.50	20.8	CITY					8308-7F
13 - INL - 2140	N9	INTERSECTION D.B./RANGEWOOD DR.; SW CORNER	10'	D-10-R			CITY					8408-8I
13 - PIP - 2141	N9	INTERSECTION D.B./RANGEWOOD DR.; SW CORNER	30"	RCP		50	CITY					8408-8I
13 - PIP - 2142	N9	CURBLINE D.B./R.D.					CITY					8408-8I
13 - PIP - 2143	N9	INTO NEVER-NEVER LAND	30"	RCP	0.90	120.1	CITY					8408-8I
13 - PIP - 2144	N9	FROM INL 28 THRU CITY PARK	38"	RCP	10%	22.5	CITY					8408-8I
13 - CHA - 2145	L9	RUNNING NORTH TO COTTONWOOD CREEK	4' X 3' X 10'	CONC.1	8.125	80	CITY					7804-11
13 - CHA - 2146	L9	RUNNING NORTH TO COTTONWOOD CREEK	4' X 3' X 10'	CONC.1	5.00	150	CITY					7804-11
13 - CHA - 2147	L9	RUNNING NORTH TO COTTONWOOD CREEK	4' X 3' X 10'	CONC.1	4.50	100	CITY					7804-11
13 - CHA - 2148	L9	RUNNING NORTH TO COTTONWOOD CREEK	4' X 3' X 11'	CONC.1	3.50	100	CITY					7804-11
13 - CHA - 2149	L9	RUNNING NORTH TO COTTONWOOD CREEK	4' X 3' X 12'	CONC.1	1.50	100	CITY					7804-11
13 - CHA - 2150	L9	RUNNING NORTH TO COTTONWOOD CREEK	4' X 3' X 14'	CONC.1	0.50	500	CITY					7804-11
13 - CHA - 2151	L9	OUTFALL INTO COTTONWOOD CREEK	4' X 3' X 10'	CONC.1	4.633	200	CITY					7804-11
13 - INL - 2152	L9	MOSS POINT DRIVE/COVINGTON DR.	8"	D-10-R			CITY					8704-11
13 - PIP - 2153	L9	MOSS POINT DRIVE/COVINGTON DR.	18"	RCP	1.86	183.82	CITY					8704-11
13 - PIP - 2154	L9	MOSS POINT DRIVE/COVINGTON DR.	27"	RCP	1.00	28.45	CITY					8704-11
13 - PIP - 2155	L9	MOSS POINT DRIVE/COVINGTON DR.		RCP			CITY					8704-11
13 - PIP - 2156	L9	MOSS POINT DRIVE/COVINGTON DR.	27"	RCP	1.00	200.14	CITY					8704-11
13 - PIP - 2157	L9	MOSS POINT DRIVE/COVINGTON DR.	27"	RCP	1.25	48.74	CITY					8704-11

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - INL - 2158	L8	MOSS POINT DRIVE/COVINGTON DR.	8"	D-10-R			CITY					
13 - PIP - 2159	L8	MOSS POINT DRIVE/COVINGTON DR.	30"	RCP	1.50	72.29	CITY					8704-11
13 - PIP - 2160	L8	MOSS POINT DRIVE/COVINGTON DR.	30"	RCP	22.05	20	CITY					8704-11
13 - PIP - 2161	L8	MOSS POINT DRIVE/COVINGTON DR.	30"	RCP	1.50	137	CITY					8704-11
13 - INL - 2162	L8	MOSS POINT DRIVE/COVINGTON DR.	8"	D-10-R			CITY					8704-11
13 - PIP - 2163	L8	MOSS POINT DRIVE/COVINGTON DR.	18"	RCP	1.09	87.04	CITY					8704-11
13 - INL - 2164	L8	MOSS POINT DRIVE/COVINGTON DR.	8"	D-11			CITY					8704-11
13 - PIP - 2165	L8	MOSS POINT DRIVE/COVINGTON DR.	18"	RCP	1.85	12'	CITY					8704-11
13 - PIP - 2166	L7	NW CR VINTAGE DR./LEGEND DR.	20"	D-10-R			CITY					8704-11
13 - PIP - 2167	L7	NW CR VINTAGE DR./LEGEND DR.	30"	CMP	1.45	70	CITY					8612-17E
13 - PIP - 2168	L7	NE CR VINTAGE/LEGEND DR.	20"	D-10-R			CITY					8612-17E
13 - PIP - 2169	L7	NE CR VINTAGE/LEGEND DR.	30"	CMP	3.80	56	CITY					8612-17E
13 - PIP - 2170	L7	E. CURB VINTAGE DR.	42"	CMP	3.80	134	CITY					8612-17E
13 - PIP - 2171	L7	130' N. OF BRIARGATE BLVD. W CURB	20"	D-10-R			CITY					8612-17E
13 - PIP - 2172	L7	130' N. OF BRIARGATE BLVD. W CURB	30"	DIP	0.92	48.86	CITY					8612-17E
13 - INL - 2173	L7	NW CURB OPPOSITE LEGEND DR.	14"	D-10-R			CITY					8612-17E
13 - PIP - 2174	L7	WEST CURB VINTAGE DR.	38"	CMP	3.52	134	CITY					7908-15
13 - PIP - 2175	L7	NE CURB	14"	D-10-R			CITY					7908-15
13 - PIP - 2176	L7	NE CURB	38"	CMP	2.50	59	CITY					7908-15
13 - INL - 2177	L7	SE CR LEGEND/VINTAGE DR.	8"	D-10-R			CITY					7908-15
13 - PIP - 2178	L7	SE CR LEGEND/VINTAGE DR.	24"	CMP	13.80	59	CITY					7908-15
13 - PIP - 2179	L7	SE CR LEGEND/VINTAGE DR.	38"	CMP	5.72	94	CITY					7908-15
13 - INL - 2180	L7	NW CR VINTAGE DR./BRIARGATE BLVD.	8"	D-10-R			CITY					7908-15
13 - PIP - 2181	L7	NW CR VINTAGE DR./BRIARGATE BLVD.	24"	CMP	1.00	26	CITY					7908-15
13 - INL - 2182	L-7	NE CORNER INTERSECTION OF UNION	8"	D-10-R			CITY					7908-15
13 - PIP - 2183	L-7	BLVD AND MIRAGE DRIVE	21"	CMP	1.00	150	CITY					8010-18
13 - PIP - 2184	L-7	N. CURB MIRAGE DR. @ UNION	21"	CMP	1.00	48	CITY					8010-18
13 - BOX - 2185	L-7	N. CURB MIRAGE DR. @ UNION	VARIES 4'X2' 1/2' 8' 3"			1.00	37	CITY				8208-8
13 - PIP - 2186	K8	INTERSECTION OF MIRAGE DR. & CHAPEL HILLS DR.	78"	RCP	1.71	456	CITY					8303-13A
13 - INL - 2187	K8	NE CR MIRAGE DR.	8"	D-10-R			CITY					8303-13A
13 - PIP - 2188	KE	NE CR MIRAGE DR.	24"	RCP	1.0	18	CITY					8303-13A
13 - INL - 2189	K8	PCRC, 300' E CHAPEL HILLS DR., S	8"	D-10-R			CITY					8303-13A
13 - PIP - 2190	K8	PCRC, 300' E CHAPEL HILLS DR., S	18"	RCP	1.0	45	CITY					8303-13A
13 - INL - 2191	K8	PCRC, 300' E CHAPEL HILLS DR., N	8"	D-10-R			CITY					8303-13A
13 - PIP - 2192	K8	PCRC, 300' E CHAPEL HILLS DR., N	24"	RCP	5.0	20	CITY					8303-13A
13 - MAN - 2193	K8	PCRC, 300' E CHAPEL HILLS DR., N					CITY					8303-13A
13 - PIP - 2194	K8	PCRC, 300' E CHAPEL HILLS DR., N	66"	RCP	3.0	443	CITY					8303-13A
13 - INL - 2195	K8	P.C., 330' W SUMMERSET DR. S	8"	D-10-R			CITY					8303-13A
13 - PIP - 2196	K8	P.C., 330' W SUMMERSET DR. S	18"	RCP	1.0	45	CITY					8303-13A
13 - INL - 2197	K8	P.C., 330' W SUMMERSET DR. N	8"	D-10-R			CITY					8303-13A
13 - PIP - 2198	K8	P.C., 330' W SUMMERSET DR. N	24"	RCP	3.0	14	CITY					8303-13A
13 - INL - 2199	K8	W 50' SUMMERSET DR. S	8"	D-10-R			CITY					8303-13A
13 - PIP - 2200	K8	W 50' SUMMERSET DR. S	18"	RCP	1.0	45	CITY					8303-13A
13 - INL - 2201	K8	W 50' SUMMERSET DR. N	8"	D-10-R			CITY					8303-13A
13 - PIP - 2202	K8	W 50' SUMMERSET DR. N	24"	RCP	1.0	20	CITY					8303-13A
13 - MAN - 2203	K8	W 50' SUMMERSET DR.					CITY					8303-13A
13 - PIP - 2204	K8	CROSSING SUMMERSET DR.	80"	RCP	4.0	400	CITY					8303-13A
13 - INL - 2205	K8	50' E OF SUMMERSET DR. S	8"	D-10-R			CITY					8303-13A
13 - PIP - 2206	K8	50' E OF SUMMERSET DR. S	18"	RCP	1.0	45	CITY					8303-13A
13 - INL - 2207	K8	50' E OF SUMMERSET DR. N	8"	D-10-R			CITY					8303-13A
13 - PIP - 2208	K8	50' E OF SUMMERSET DR. N	24"	RCP	1.0	18	CITY					8303-13A
13 - PIP - 2210	K8	50' E OF SUMMERSET DR. N	80"	RCP	3.42	400	CITY					8303-13B

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JUNSOCT NUMBER
13 - INL - 2211	K8	P.C. 60' E OF SUMMERSET DR. S	8"	D-10-R			CITY					
13 - PIP - 2212	K8	P.C. 60' E OF SUMMERSET DR. S	24"	RCP	1.0	45	CITY					8303-13B
13 - INL - 2213	K8	P.C. 60' E OF SUMMERSET DR. N	8"	D-10-R			CITY					8303-13B
13 - PIP - 2214	K8	P.C. 60' E OF SUMMERSET DR. N	18"	RCP	1.0	12	CITY					8303-13B
13 - MAN - 2216	L8	P.C. 60' E OF SUMMERSET DR. N					CITY					8303-13B
13 - INL - 2216	L8	MIRAGE DRIVE S	8"	D-10-R			CITY					8303-13B
13 - PIP - 2217	L8	MIRAGE DRIVE S	18"	RCP	1.0	45	CITY					8303-13C
13 - INL - 2218	L8	MIRAGE DRIVE N	8"	D-10-R			CITY					8303-13C
13 - PIP - 2219	L8	MIRAGE DRIVE N	24"	RCP	1.0	12	CITY					8303-13C
13 - PIP - 2220	L8	MIRAGE DRIVE N	60"	RCP	3.42	447	CITY					8303-13C
13 - PIP - 2222	L8	MIRAGE DRIVE N	54"	RCP	2.86	297	CITY					8303-13C
13 - INL - 2224	L8	140' W OF TRAFALGER DRIVE S	8"	D-10-R			CITY					8303-13C
13 - PIP - 2226	L8	140' W OF TRAFALGER DRIVE S	18"	RCP	1.0	45	CITY					8303-13C
13 - INL - 2228	L8	140' W OF TRAFALGER DRIVE N	8"	D-10-R			CITY					8303-13C
13 - PIP - 2227	L8	140' W OF TRAFALGER DRIVE N	24"	RCP	1.0	18	CITY					8303-13C
13 - INL - 2228	L8	50' N OF MIRAGE DR., W CURB TRAFALGER DR.	8"	D-10-R			CITY					8303-13C
13 - PIP - 2229	L8	50' N OF MIRAGE DR., W CURB TRAFALGER DR.	18"	RCP	1.0	12	CITY					8303-13C
13 - INL - 2230	L8	50' N OF MIRAGE DR., W CURB TRAFALGER DR. S	8"	D-10-R			CITY					8303-13C
13 - PIP - 2231	L8	50' N OF MIRAGE DR., W CURB TRAFALGER DR. S	18"	RCP	1.0	45	CITY					8303-13C
13 - INL - 2232	L8	50' N OF MIRAGE DR., W CURB TRAFALGER DR. N	8"	D-10-R			CITY					8303-13C
13 - PIP - 2233	L8	50' N OF MIRAGE DR., W CURB TRAFALGER DR. N	24"	RCP	1.0	18	CITY					8303-13C
13 - MAN - 2234	L8	40' E OF TRAFALGER DR.					CITY					8303-13C
13 - PIP - 2236	L8	40' E OF TRAFALGER DR.	36"	RCP	3.87	388.5	CITY					8303-13C
13 - MAN - 2238	L8	STR 2223 TO STR 2234					CITY					8303-13C
13 - PIP - 2237	L8	150' N OF WINDJAMMER	48"	RCP	3.4	400	CITY					8303-13C
13 - MAN - 2238	M-6	150' N OF WINDJAMMER	36"	RCP	7.91	222.48	CITY					8303-13C
13 - PIP - 2239	M-5	150' N OF WINDJAMMER	36"	RCP	7.5	321.72	CITY					8307-18A
13 - MAN - 2240	M-5	150' N OF WINDJAMMER	36"				CITY					8307-18B
13 - PIP - 2241	M-5	CROSSING LD. 200'S RESEARCH PKWY.	36"	RCP	5.0	50	CITY					8307-18B
13 - PIP - 2242	M-5	CROSSING LD. 200'S RESEARCH PKWY.	42"	RCP	3.87	100	CITY					8307-18B
13 - PIP - 2243	M-5	CROSSING LD. 200'S RESEARCH PKWY.	24"	RCP	1.00	14	CITY					8307-18B
13 - INL - 2244	M-5	CROSSING LD. 200'S RESEARCH PKWY.	8"	D-10-R			CITY					8307-18B
13 - PIP - 2245	J-7	DRAIN BEHIND STUDEBAKERS	24"	RCP	5.84	81'	CITY					8307-18B
13 - INL - 2248	J-7	OPP. BRIARGATE BLVD/S VINTAGE DR.	3' X 2' X 7'	CONC 1			CITY					8301-1B
13 - DET - 2247	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.					CITY					7911-6
13 - PIP - 2248	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.	12"	CMP			CITY					7911-6
13 - INL - 2249	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.	42"	CMP			CITY					7911-6
13 - PIP - 2250	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.	36"	CMP	5	200'	CITY					7911-6
13 - MAN - 2251	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.					CITY					7911-6
13 - PIP - 2252	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.	42"	CMP	3.53	83'	CITY					7911-6
13 - MAN - 2253	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.					CITY					7911-6
13 - CHA - 2254	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.	2' X 2' X 6'	CONC 1			CITY					7911-6
13 - CHA - 2256	L-7	OPP. BRIARGATE BLVD/S VINTAGE DR.	8' X 2' 8' X 11'	CONC 1			CITY					7911-6
13 - PIP - 2258	L-7	WEST SIDE OF VINTAGE DR./BRIAR. BLVD.	8"	D-10-R			CITY					7911-6
13 - INL - 2257	L-7	SOUTH SIDE BRIAR. BLVD. OPP VINT. DR.	8"	D-10-R			CITY					7908-18A
13 - PIP - 2258	L-7	SOUTH SIDE BRIAR. BLVD. OPP VINT. DR.	24"	CMP	34.92	14'	CITY					7908-18A
13 - INL - 2259	L-7	EAST SIDE OF BRIAR. BLVD/E SIDE N END VINT.					CITY					7908-18A
13 - PIP - 2260	L-7	EAST SIDE OF BRIAR. BLVD/E SIDE N END VINT.	24"	CMP	9.72	25'	CITY					7908-18B
13 - PIP - 2261	L-7	CROSSING BRIAR. BLVD.	48"	CMP	1.8	84'	CITY					7908-18B
13 - INL - 2262	L-7	SW CURBLINE BRIARGATE BLVD.	10"				CITY					7908-18B
13 - PIP - 2263	L-7	SW CURBLINE BRIARGATE BLVD.	24"	CMP	20.75	8'	CITY					7908-18B
13 - PIP - 2264	L-7	SW CURBLINE BRIARGATE BLVD.	48"	CMP	4.56	185'	CITY					7908-18B

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 2206	L-7	SW CURBLINE BRIARGATE BLVD.	48"	CMP	1.36	50'	CITY					7908-108
13 - INL - 2206	K-7	INLET INTO CHANNEL AT CHAPEL HILLS SHOP CTR.	7'8" X 2'	CHASE	13.87	7.21'	CITY					8208-12D
13 - INL - 2207	K-7	INLET INTO CHANNEL AT CHAPEL HILLS SHOP CTR.	7'8" X 2'	CHASE	7.3	10'	CITY					
13 - PIP - 2208	L-7	DETENTION POND S. OF VINTAGE DR	42"	RCP	24.484	34.5'	CITY					8504-108
13 - PIP - 2208	L-7	DETENTION POND S. OF VINTAGE DR	42"	RCP	5.871	31'	CITY					8504-108
13 - INL - 2270	L-7	DETENTION POND S. OF VINTAGE DR	20"	D-10-R			CITY					8512-17B
13 - PIP - 2271	L-7	N CURBLINE B.B. E. OF VINTAGE DR	24"	RCP	3.04	128.42'	CITY					8512-17B
13 - INL - 2272	L-7	N CURBLINE B.B. E. OF VINTAGE DR	20"	D-10-R			CITY					8512-17B
13 - PIP - 2273	L-7	CROSSING B.B.	38"	DIP	1.6	30'	CITY					8512-17B
13 - PIP - 2274	L-7	CROSSING B.B.	38"	RCP	7.25	48.5'	CITY					8512-17B
13 - PIP - 2276	L-7	CROSSING B.B.	38"	RCP	7.25	7.5'	CITY					8512-17B
13 - INL - 2278	L-7	S CURBLINE	41.9' X 5.7'	SPECIAL			CITY					8512-17B
13 - PIP - 2277	K-8	ROAD CROSSING AT MIRAGE/CHAPEL HILLS DR	90"	CSP	8.286	83.9'	CITY					8410-1C
13 - MAN - 2278	K-7	WITHIN THE SHOPPING CENTER					CITY					8410-1C
13 - PIP - 2279	K-7	WITHIN THE SHOPPING CENTER	90"	CSP	0.816	528.6'	CITY					8410-1C
13 - MAN - 2280	K-7	WITHIN THE SHOPPING CENTER					CITY					8410-1C
13 - PIP - 2281	K-7	WITHIN THE SHOPPING CENTER	90"	CSP	0.818	290.83'	CITY					8410-1C
13 - MAN - 2282	K-7	WITHIN THE SHOPPING CENTER					CITY					8410-1C
13 - PIP - 2283	K-7	WITHIN THE SHOPPING CENTER	90"	CSP	0.873	633.08'	CITY					8410-1C
13 - MAN - 2284	K-7	WITHIN THE SHOPPING CENTER					CITY					8410-1C
13 - PIP - 2286	K-7	WITHIN THE SHOPPING CENTER	90"	CSP	0.901	188.98'	CITY					8410-1C
13 - CHA - 2288	K-7	WITHIN SHOPPING CENTER ALONG BRIARGATE BLVD		CONC 1	3.078	828.12'	CITY					8410-1C
13 - CUL - 2287	K-7	BOX UNDER SW ENTRANCE ROAD	8' X 6'	RCB	2.4	80'	CITY					8410-1B
13 - CHAN - 2288	K-7	800' E OF ACADEMY BLVD/ALONG BRIARGATE BLVD		CONC 1	2.4	559.17'	CITY					8410-1B
13 - CHAN - 2288	J-7	200' E OF ACADEMY BLVD/ALONG BRIARGATE BLVD		CONC 1	5.282	215'	CITY					8410-1B
13 - CUL - 2290	J-7	UNDER ACADEMY BLVD @ BRIARGATE BLVD	6' X 6'	RCB	2	180'	CITY					8410-1B
13 - MAN - 2291	K-8	700' N OF MIRAGE DR. W CURB CHAPEL HILLS DR					CITY					8410-1B
13 - PIP - 2292	K-8	WITHIN THE SHOPPING CENTER	98"	CSP	3.288	383.70'	CITY					8410-1D
13 - MAN - 2293	K-8	WITHIN THE SHOPPING CENTER					CITY					8410-1D
13 - PIP - 2294	K-8	WITHIN THE SHOPPING CENTER	98"	CSP	1.171	434'	CITY					8410-1D
13 - MAN - 2295	K-8	WITHIN THE SHOPPING CENTER					CITY					8410-1D
13 - PIP - 2298	K-8	WITHIN THE SHOPPING CENTER	98"	CSP	1.211	450'	CITY					8410-1D
13 - MAN - 2297	K-8	WITHIN THE SHOPPING CENTER					CITY					8410-1D
13 - PIP - 2298	K-8	WITHIN THE SHOPPING CENTER	84"	CSP	2.844	430.80'	CITY					8410-1D
13 - MAN - 2299	K-8	WITHIN THE SHOPPING CENTER					CITY					8410-1D
13 - PIP - 2300	K-8	WITHIN THE SHOPPING CENTER	84"	CSP	2.336	202.5'	CITY					8410-1D
13 - PIP - 2301	K-8/J-7	WITHIN THE SHOPPING CENTER	108"	CSP	4.236	802'	CITY					8410-1D
13 - CHA - 2302	J-7	300' S OF JAMBOREE DR ON ACADEMY BLVD.		CONC 1	1.887	330'	CITY					8410-1D
13 - PIP - 2304	J-7	300' S OF JAMBOREE DR ON ACADEMY BLVD.	83" X 128"	CSP	1.88	228.28'	CITY					8410-1D
13 - INL - 2305	K-7	NEXT TO NEW JOSLIN STORE	2'5" X 5' & 2'5" X 20'				CITY					8410-1C
13 - PIP - 2306	K-7	NEXT TO NEW JOSLIN STORE	80" X 48"	CSP	0.583	235'	CITY					8410-14
13 - PIP - 2307	K-7	NEXT TO NEW JOSLIN STORE	80" X 48"	CSP	0.718	310'	CITY					8410-14
13 - MAN - 2308	K-7	PRIVATE SEWER NEXT TO PIZZA HUT					CITY					8410-14
13 - PIP - 2308	K-7	PRIVATE SEWER NEXT TO PIZZA HUT	12"	PVC	1.813	31'	CITY					8503-17
13 - BHA - 2310	K-7	BTWN LOTS 11/12 BLOCK 1 900' S OF BRIAR. BLVD	5' X 6" X 5'	CONC	0.45	95'	CITY					8503-17
13 - INL - 2311	K-8	NE CORNER OF JAMBOREE DR AND CHAPEL HILLS DR	8"	D-10-R			CITY					8108-27
13 - PIP - 2312	K-8	CROSSING JAMBOREE DR	30"	RCP	1.6	65'	CITY					8212-13C
13 - MAN - 2313	K-8	SE CORNER OF JAMBOREE/CHAPEL HILLS					CITY					8212-13C
13 - INL - 2314	K-8	45' E OF CHAPEL HILLS DR	8"	D-10-R			CITY					8212-13C
13 - PIP - 2315	K-8	45' E OF CHAPEL HILLS DR	24"	RCP	0.78	42'	CITY					8212-13C
13 - PIP - 2316	K-8	45' E OF CHAPEL HILLS DR	30"	RCP	2.35	20'	CITY					8212-13C
13 - PIP - 2317	K-8	45' E OF CHAPEL HILLS DR	24"	RCP	4	100'	CITY					8212-13C

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 2318	K-8	45' E OF CHAPEL HILLS DR	24"	RCP	5	120'	CITY					
13 - PIP - 2319	K-8	45' E OF CHAPEL HILLS DR	24"	RCP	4.63	100'	CITY					8212-13C
13 - MAN - 2320	K-8	340' S OF JAMBOREE DR					CITY					8212-13C
13 - PIP - 2321	K-8	340' S OF JAMBOREE DR	24"	RCP	4.63	215.14	CITY					8212-13C
13 - PIP - 2322	K-8	340' S OF JAMBOREE DR	24"	RCP	5	180'	CITY					8212-13C
13 - MAN - 2323	K-8	830' S OF JAMBOREE DR					CITY					8212-13C
13 - INL - 2324	K-8	E CURBLINE AT MANHOLE (MAN-14)	10"	D-10-R			CITY					8212-13C
13 - PIP - 2325	K-8	E CURBLINE AT MANHOLE (MAN-14)	24"	RCP	2.7	15'	CITY					8212-13C
13 - - 2326	K-8	E CURBLINE AT MANHOLE (MAN-14)					CITY					8212-13C
13 - INL - 2327	K-8	W CURBLINE AT MANHOLE (MAN-14)	10"	D-10-R			CITY					8212-13C
13 - PIP - 2328	K-8	W CURBLINE AT MANHOLE (MAN-14)	24"	RCP	0.77	52'	CITY					8212-13C
13 - PIP - 2329	K-8	W CURBLINE AT MANHOLE (MAN-14)	30"	RCP	5	323'	CITY					8212-13C
13 - INL - 2330	K-8	W CURBLINE AT MANHOLE (MAN-14)	10"	D-10-R			CITY					8212-13C
13 - PIP - 2331	K-8	W CURBLINE AT MANHOLE (MAN-14)	24"	RCP	2.7	15'	CITY					8212-13B
13 - INL - 2332	K-8	W CURBLINE AT MANHOLE (MAN-14)	10"	D-10-R			CITY					8212-13B
13 - PIP - 2333	K-8	850' N OF MIRAGE DR	30"	RCP	0.47	34'	CITY					8212-13B
13 - PIP - 2334	K-8	800' N OF JAMBOREE DR	72"	RCP	1	185'	CITY					8212-13B
13 - CHA - 2335	K-8	800' N OF JAMBOREE DR	15'X4'X39"	RIP 1	5.5	493'	CITY					8806-8C
13 - INL - 2336	K-8	DROPS IN 72" RCP (PIP-24)	10"	D-10-R			CITY					8806-8C
13 - MAN - 2337	K-8	DROPS IN 72" RCP (PIP-24)	6" ID				CITY					8806-8B
13 - PIP - 2338	K-8	CONNECTS TO 72" RCP (PIP-24)	42"	RCP	3	58.1'	CITY					8806-8B
13 - INL - 2339	K-8	30' N OF (PIP-24)	8"	D-10-R			CITY					8806-8B
13 - PIP - 2340	K-8	INTO (PIP-24)	18"	RCP	28	30'	CITY					8806-8B
13 - INL - 2341	K-7	BETWEEN LOT 11 1/2 BLOCK 1	14"	D-10-R			CITY					8612-17C
13 - PIP - 2342	K-7	900' S OF BRIARGATE BLVD					CITY					8612-17C
13 - PIP - 2343	K-7	900' S OF BRIARGATE BLVD	28" X 45"	RCP	1.81	30'	CITY					8612-17C
13 - PIP - 2344	K-7	900' S OF BRIARGATE BLVD	38" X 80"	RCP	0.89	38.5'	CITY					8612-17C
13 - PIP - 2345	K-7	900' S OF BRIARGATE BLVD	43" X 88"	RCP	1.81	75'	CITY					8612-17C
13 - PIP - 2346	K-7	900' S OF BRIARGATE BLVD	43" X 88"	RCP	13.93	18.5'	CITY					8612-17C
13 - PIP - 2347	K-7	TRANSITION PIPE FROM	48" TO 43"X88"	RCP	13.93	7.5'	CITY					8612-17C
13 - PIP - 2348	K-7	CROSSING GRASHIO DRIVE	48"	RCP	3.87	52.5'	CITY					8612-17C
13 - MAN - 2349	K-8	845' S OF JAMBOREE DR	8" DIA.				CITY					8802-7A
13 - PIP - 2350	K-8	845' S OF JAMBOREE DR	18"	RCP	1.32	80.84'	CITY					8802-7A
13 - INL - 2351	K-8	845' S OF JAMBOREE DR	8"	D-10-R			CITY					8802-7A
13 - PIP - 2352	K-8	845' S OF JAMBOREE DR	18"	RCP	0.71	127'	CITY					8802-7A
13 - INL - 2353	K-8	845' S OF JAMBOREE DR	8"	D-10-R			CITY					8802-7A
13 - PIP - 2354	K-8	REF MAN-27 800' N OF JAMBOREE DR	42"	RCP	5.28	382.02'	CITY					8806-28 B/C
13 - MAN - 2355	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	6" ID				CITY					8806-28 B/C
13 - PIP - 2356	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	42"	RCP	3	302.83'	CITY					8806-28 B/C
13 - MAN - 2357	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	6" ID				CITY					8806-28 B/C
13 - PIP - 2358	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	42"	RCP	5.06	98.88'	CITY					8806-28 B/C
13 - MAN - 2359	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	6" ID				CITY					8806-28 B/C
13 - PIP - 2360	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	42"	RCP	7.74	82.83'	CITY					8806-28 B/C
13 - MAN - 2361	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	42"	RCP	3	205'	CITY					8806-28 B/C
13 - PIP - 2362	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	38"	RCP	7.86	320'	CITY					8806-28 B/C
13 - MAN - 2363	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	38"	RCP	2.4	125'	CITY					8806-28 B/C
13 - PIP - 2364	K-8	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834	6"	PVC	1	213'	CITY					8806-28 B/C
13 - INL - 2365	K-5	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834					CITY					
13 - PIP - 2366	K-5	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834					CITY					
13 - INL - 2367	K-5	TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834					CITY					
13 - PIP - 2368		TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834					CITY					
13 - INL - 2369		TRCT A BTWN BRIAR BUS CAMP FILS 1 & SUB 17834					CITY					

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13 - PIP - 2370	K-6	HEAD N. ON E BNDRY OF LOT 3 BRIAR BUS CAMP #1	38"	RCP	1.58	330.4'	CITY					8805-258
13 - MAN - 2371	K-6	230' W CRITERIONE DR S CURB OF CHAP HILLS DR	6" ID				CITY					8805-258
13 - PIP - 2372	K-6	S CURB (C. H. DRIVE)	30"	RCP	4.48	207.8'	CITY					8805-258
13 - MAN - 2373	K-6	CENTERLINE CRITERIONE DR SCHAPEL HILLS DR					CITY					8805-258
13 - PIP - 2374	K-6	CENTERLINE CRITERIONE DR SCHAPEL HILLS DR	18"	RCP	10.07	108.42'	CITY					8805-258
13 - PIP - 2375	K-6	CENTERLINE CRITERIONE DR SCHAPEL HILLS DR	18"	RCP	7.08	100'	CITY					8805-258
13 - PIP - 2376	K-6	CENTERLINE CRITERIONE DR SCHAPEL HILLS DR	18"	RCP	7.08	83.51'	CITY					8805-258
13 - INL - 2377	K-6	SE CR C.H. DRIVE/CRITERIONS DR	6"	D-10-R			CITY					8805-258
13 - INL - 2378	K-6	SE CR C.H. DRIVE/CRITERIONS DR	18"	RCP	18.18	17.7'	CITY					8805-258
13 - PIP - 2379	K-6	CENTER MEDIAN	6"	D-10-R			CITY					8805-258
13 - MAN - 2380	K-6	CENTER MEDIAN	18"	RCP	1.71	58.20'	CITY					8805-258
13 - PIP - 2381	K-6	280' E OF CRITERIONE DR ON C. H. DR.	18"	RCP	6.88	401.13'	CITY					8805-258
13 - PIP - 2382	K-6	280' E OF CRITERIONE DR ON C. H. DR.	18"	RCP	1	38.7'	CITY					8805-258
13 - PIP - 2383	K-6	280' E OF CRITERIONE DR ON C. H. DR.	8"	D-10-R			CITY					8805-258
13 - INL - 2384	L-6	840 E OF CRITERIONE DR ON CENTER MEDIAN CHD	18"	RCP	2.02	245.85'	CITY					8805-248
13 - PIP - 2385	K-6	870' N OF JAMBOREE DR	8"	D-10-R			CITY					8805-248
13 - INL - 2386	K-6	CR ON CENTER MEDIAN	14"	D-10-R			CITY					8805-248
13 - INL - 2387	K-6	NE CORNER CRITERIONE/TELSTAR	24"	RCP	2	408.28'	CITY					8805-25C
13 - PIP - 2388	K-6	CROSSING CRITERIONE ALONG W CURB	6" ID				CITY					8805-25C
13 - MAN - 2389	K-6	250' N OF CHAPEL HILLS DR	4"	D-10-R			CITY					8805-25C
13 - INL - 2390	K-6	W. CURB LINE NW CORNER OF	18"	RCP	2	4.96'	CITY					8805-25C
13 - PIP - 2391	K-6	CRITERIONE DR/CHAPEL HILLS DR	12"	D-10-R			CITY					8805-25C
13 - INL - 2392	K-6	NE CORNER CRITERIONE DR/	21"	RCP	4.84	56.06'	CITY					8805-25C
13 - PIP - 2393	K-6	CHAPEL HILLS DR	30"	RCP	2	225'	CITY					8805-25C
13 - PIP - 2394	K-6	CHAPEL HILLS DR	30"	RCP	7.83	47.8'	CITY					8805-25C
13 - PIP - 2395	K-6	CHAPEL HILLS DR	8"	D-10-R			CITY					8805-25C
13 - INL - 2396	L-6	480' W OF NORWICH DR S CURB	24"	RCP	1	42'	CITY					8303-14F
13 - PIP - 2397	L-6	480' W OF NORWICH DR S CURB	8"	D-10-R			CITY					8303-14F
13 - INL - 2398	L-6	480' W OF NORWICH DR N CURB	24"	RCP	3.8	180'	CITY					8303-14F
13 - PIP - 2399	L-6	480' W OF NORWICH DR N CURB	8"	D-10-R			CITY					8303-14F
13 - INL - 2400	K-6	830' W OF NORWICH DR, S CURB	24"	RCP	1	42'	CITY					8303-14F
13 - PIP - 2401	K-6	830' W OF NORWICH DR, S CURB	8"	D-10-R			CITY					8303-14F
13 - INL - 2402	K-6	830' W OF NORWICH DR, N CURB	30"	RCP	7.03	32'	CITY					8303-14F
13 - PIP - 2403	K-6	830' W OF NORWICH DR, N CURB	12"	D-10-R			CITY					8303-14F
13 - INL - 2404	L-6	80' N OF PARLIAMENT DR ON SUMMERSET DR	18"	RCP	1.58	33.7'	CITY					8808-188
13 - PIP - 2405	L-6	80' N OF PARLIAMENT DR ON SUMMERSET DR	12"	D-11			CITY					8808-188
13 - INL - 2406	L-6	NW CORNER PARLIAMENT/SUMMERSET	24"	RCP	1	8.11'	CITY					8808-188
13 - PIP - 2407	L-6	CROSSING SUMMERSET TO NE	24"	DIP	1	10'	CITY					8808-188
13 - PIP - 2408	L-6	CROSSING SUMMERSET TO NE	24"	RCP	5.42	28.75'	CITY					8808-188
13 - PIP - 2409	L-6	CROSSING SUMMERSET TO NE	14"	D-10-R			CITY					8808-188
13 - INL - 2410	L-6	NE CORNER PARLIAMENT/SUMMERSET	30"	RCP	1.26	90.41'	CITY					8808-188
13 - PIP - 2411	L-6	CROSSING PARLIAMENT DR					CITY					8808-188
13 - MAN - 2412	L-6	CROSSING PARLIAMENT DR	14"	D-11			CITY					8808-188
13 - INL - 2413	L-6	NW CORNER PARLIAMENT/CARDIGAN DR	18"	RCP	1.5	24.22'	CITY					8808-188
13 - PIP - 2414	L-6	NW CORNER PARLIAMENT/CARDIGAN DR	18"	DIP	1.5	10'	CITY					8808-188
13 - PIP - 2415	L-6	NW CORNER PARLIAMENT/CARDIGAN DR	18"	RCP	7.83	81.98'	CITY					8808-188
13 - PIP - 2416	L-6	NW CORNER PARLIAMENT/CARDIGAN DR	8"	D-10-R			CITY					8808-188
13 - INL - 2417	L-6	SE CORNER PARLIAMENT/CARDIGAN DR	18"	RCP	6.31	62.73'	CITY					8808-188
13 - PIP - 2418	L-6	NW CORNER OF PARLIAMENT/LONDON FOG	4"	D-11			CITY					8808-10A
13 - PIP - 2420	L-6	NW CORNER OF PARLIAMENT/LONDON FOG	18"	RCP	1	44.08'	CITY					8808-10A
13 - INL - 2421	L-6	NE CORNER OF PARLIAMENT/LONDON FOG	8"	D-11			CITY					8808-10A

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JUNCTION NUMBER
13 - PIP - 2422	L-8	NE CORNER OF PARLIAMENT/LONDON FOG	18"	RCP	1.6	127.83'	CITY					8508-10A
13 - INL - 2423	L-8	S CURB CENTERLINE LONDON FOG	4"	D-10-R			CITY					8508-10A
13 - PIP - 2424	L-8	S CURB CENTERLINE LONDON FOG	18"	RCP	3.35	24.50'	CITY					8508-10A
13 - PIP - 2426	L-8	S CURB CENTERLINE LONDON FOG	18"	RCP	8.82	126'	CITY					8508-10A
13 - PIP - 2428	L-8	S CURB CENTERLINE LONDON FOG	18"	RCP	8.82	200'	CITY					8508-10A
13 - MAN - 2427	L-8	402' S OF PARLIAMENT DR	5' ID				CITY					8508-10A
13 - PIP - 2428	L-8	402' S OF PARLIAMENT DR	18"	RCP	3.18	178.8'	CITY					8508-10A
13 - INL - 2429	L-6	MEDIAN INL RESEARCH PKWY 200' E OF LONDON FOG	4"	D-10-R			CITY					8508-10A
13 - PIP - 2430	L-6	MEDIAN INL RESEARCH PKWY 200' E OF LONDON FOG	18"	RCP	1	187.98'	CITY					8508-10B
13 - INL - 2431	L-6	MEDIAN INL RESEARCH PKWY 200' E OF LONDON FOG	JUNCTION BOX	4' X 3'			CITY					8508-10B
13 - PIP - 2432	L-6	E CURB OF LONDON FOG DR	18"	RCP	1	241.23'	CITY					8508-10B
13 - INL - 2433	L-6	OPPOSITE WESTMINSTER DR, E CURB	3' X 18' X 38'				CITY					8508-10B
13 - INL - 2434	K-8	50' N OF TRAFALGER DR, W CURB	10'	D-10-R			CITY					8508-10B
13 - INL - 2435	K-8	NE CR TRAFALGER/SUMMERSET	10'	D-10-R			CITY					8303-12B
13 - PIP - 2436	K-8	NE CR TRAFALGER/SUMMERSET	24"	RCP	2.88	50'	CITY					8303-12B
13 - PIP - 2437	K-8	W CURBLINE	24"	RCP	8.47	106.28'	CITY					8303-12B
13 - INL - 2438	K-8	SW CR TRAFALGER/SUMMERSET	8"	D-10-R			CITY					8303-12B
13 - PIP - 2439	K-8	SW CR TRAFALGER/SUMMERSET	18"	RCP	3.6	72'	CITY					8303-12B
13 - PIP - 2440	K-8	W CURBLINE, 70' S OF TRAFALGER	10'	D-10-R			CITY					8303-12B
13 - INL - 2441	K-8	W CURBLINE, 70' S OF TRAFALGER	24"	RCP	8	157.5'	CITY					8303-12B
13 - PIP - 2442	K-8	W CURBLINE, 70' S OF TRAFALGER	30"	RCP	2.5	118.5'	CITY					8303-12B
13 - INL - 2443	K-8	410' N OF MIRAGE DR, W CURBLINE	10'	D-10-R			CITY					8303-12B
13 - INL - 2444	K-8	410' N OR MIRAGE DR, E CURBLINE	10'	D-10-R			CITY					8303-12B
13 - PIP - 2445	K-8	410' N OR MIRAGE DR, E CURBLINE	24"	RCP	1.5	48'	CITY					8303-12A
13 - PIP - 2446	K-8	410' N OR MIRAGE DR, E CURBLINE	42"	RCP	1	85'	CITY					8303-12A
13 - CHA - 2447	K-8	N BNDRY BRIARGATE SUB FIL #23	CONC 1		3	208'	CITY					8303-12A
13 - CHA - 2448	K-8	N BNDRY BRIARGATE SUB FIL #23	CONC 1		3.84	487'	CITY					8303-12A
13 - PIP - 2449	K-8	N BNDRY BRIARGATE SUB FIL #23	80"	RCP	1	58'	CITY					8303-12A
13 - PIP - 2450	K-8	N BNDRY BRIARGATE SUB FIL #23	88"	CMP		280'	CITY					8303-12A
13 - MAN - 2451	J-7	SE CORNER ACADEMY/JAMBOREE	CDOH M-804-20				CITY					
13 - PIP - 2452	J-7	ALONG CURBLINE OF DECEL LAND AT BRIDGE	42"	RCP	1.4	231'	CITY					8710-11B
13 - INL - 2453	J-7	ALONG CURBLINE OF DECEL LAND AT BRIDGE	5"	R			CITY					8710-11B
13 - PIP - 2454	K-10	800' N OF LEHMAN DR	24"	CMP	3	14.88'	CITY					8410-11
13 - MAN - 2455	K-10	800' N OF LEHMAN DR					CITY					8410-11
13 - PIP - 2456	K-10	800' N OF LEHMAN DR	24"	CMP	3.81	235'	CITY					8410-11
13 - MAN - 2457	K-10	840' N OF LEHMAN DR					CITY					8410-11
13 - - 2458	K-10	840' N OF LEHMAN DR					CITY					8410-11
13 - CUL - 2459	K-10	SW CORNER LEHMAN DR/DOMINION	14' X 8'	RCB	0.8	358.74'	CITY					
13 - CUL - 2480	K-10	FROM DOMINION TO ACADEMY	12' X 8'	RCB	2	880'	CITY					8303-17F
13 - INL - 2481	K-10	FROM DOMINION TO ACADEMY	8"	D-10-R			CITY					8303-17F
13 - PIP - 2482	K-10	FROM DOMINION TO ACADEMY	24"	RCP	1.5	81.38'	CITY					8303-17G
13 - PIP - 2483	K-10	ALONG NE CURB ACADEMY	24"	RCP	1.5	245.17'	CITY					8303-17G
13 - MAN - 2484	K-10	350' SE OF DOMINION/ACADEMY					CITY					8303-17G
13 - PIP - 2485	K-10	350' SE OF DOMINION/ACADEMY	30"	RCP	0.88	178.8'	CITY					8303-17G
13 - INL - 2486	K-10	180' SE OF DOMINION/ACADEMY	14"	R			CITY					8303-17G
13 - PIP - 2487	K-10	180' SE OF DOMINION/ACADEMY	38"	RCP	12.58	19'	CITY					8303-17G
13 - INL - 2488	K-10	130' SE OF DOMINION/ACADEMY	8"	D-10-R			CITY					8303-17G
13 - PIP - 2489	K-10	ON TOP OF CULVERT	18"	RCP ERT DRP	2		CITY					8303-17G
13 - INL - 2470	K-10	NE CORNER DOMINION/ACADEMY INTERSECTION	12"	D-10-R			CITY					8303-17G
13 - PIP - 2471	K-10	NE CORNER DOMINION/ACADEMY INTERSECTION	30"	RCP	4.08	142.75'	CITY					8303-17G
13 - INL - 2472	K-10	350' NW OF LEHMAN ON DOMINION WAY W CURB	4"	D-10-R			CITY					8303-17G
13 - PIP - 2473	K-10	350' NW OF LEHMAN ON DOMINION WAY W CURB	18"	RCP	0.5	13.8'	CITY					8303-17G

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 2474	K-10	350' NW OF LEHMAN ON DOMINION WAY W CURB	24" X 36"	UP RCP	0.5	56.34'	CITY					8303-17G
13 - INL - 2475	K-10	350' NW OF LEHMAN ON DOMINION WAY E CURB	8"	D-10-R			CITY					8303-17G
13 - PIP - 2478	K-10	350' NW OF LEHMAN ON DOMINION WAY E CURB	18"	RCP	3.97	230.09'	CITY					8303-17G
13 - MAN - 2477	K-10	350' NW OF LEHMAN ON DOMINION WAY E CURB					CITY					8303-17G
13 - PIP - 2478	K-10	350' NW OF LEHMAN ON DOMINION WAY E CURB					CITY					8303-17G
13 - MAN - 2479	K-10	BACK RL OF LOTS 17/18 QUAIL MEADOWS					CITY					8303-17G
13 - CHA - 2480	K-9/K-10	LONG TWIN OAKS DR BTWN ACDMY BLVD & DUBLIN RD	10' X 6' X 22'	CONC 1	1.782	980'	CITY					8303-17G
13 - INL - 2481	J-10	NE CORNER OF P.R.D. & P.R.D NORTH	12"	D-10-R			CITY					8202-7K
13 - PIP - 2482	J-10	NE CORNER OF P.R.D. & P.R.D NORTH	21"	M LOCK	4	33'	CITY					8701-3 BAC
13 - INL - 2483	J-10	N CORNER OF P.R.D. & P.R.D. NORTH	8"	D-10-R			CITY					8701-3 BAC
13 - PIP - 2484	J-10	N CORNER OF P.R.D. & P.R.D. NORTH	21"	M LOCK	4	15'	CITY					8701-3 BAC
13 - PIP - 2485	J-10	CROSSING P.R. DR.	21"	RM LOC	18.28	25'	CITY					8701-3 BAC
13 - INL - 2486	J-10	W CURB	6"	D-10-R			CITY					8701-3 BAC
13 - PIP - 2487	J-10	W CURB	24"	RM LOC	4.06	185'	CITY					8701-3 BAC
13 - MAN - 2488	J-10	W CURB					CITY					8701-3 BAC
13 - PIP - 2489	J-10	PIPE TO THE NORTH	30"	RM LOC	1.88	150.48'	CITY					8701-3 BAC
13 - MAN - 2490	J-10	PIPE TO THE NORTH					CITY					8701-3 BAC
13 - PIP - 2491	J-10	NEXT TO VINCENT DRIVE	30"	RM LOC	1	440'	CITY					8701-3 BAC
13 - MAN - 2492	J-10	NEXT TO VINCENT DRIVE					CITY					8701-3 BAC
13 - PIP - 2493	J-10	NEXT TO VINCENT DRIVE	24"	RM LOC	2.8	97.8'	CITY					8701-3 BAC
13 - INL - 2494	J-10	BETWEEN LOTS 7/8	6"	D-10-R			CITY					8701-3 BAC
13 - PIP - 2495	J-10	BETWEEN LOTS 7/8	18"	RCP	5.33	132'	CITY					8701-3E
13 - PIP - 2496	J-9	IN LOT 1, SE CORNER DEWSBURY DR & DUBLIN BLVD	48"	RCP	1.02	134'	CITY					8701-3E
13 - INL - 2497	J-9	S.E. CR	6"	D-10-R			CITY					7804-48D/E
13 - PIP - 2498	J-9	S.E. CR	24"	RCP			CITY					7804-48D/E
13 - PIP - 2499	J-9	W CURBLINE DEWSBURY DR	42"	RCP	0.99	411'	CITY					7804-48D/E
13 - MAN - 2500	J-9	BETWEEN LOTS 28/29					CITY					7804-48D/E
13 - PIP - 2501	J-9	BETWEEN MANHOLE & BRITTANY CIR	36"	RCP	2.55	157'	CITY					7804-48D/E
13 - INL - 2502	J-9	W CURBLINE LOT 28	8"	D-10-R			CITY					7804-48D/E
13 - PIP - 2503	J-9	W CURBLINE LOT 28	24"	RCP			CITY					7804-48D/E
13 - INL - 2504	J-9	E CURBLINE OPPOSITE LOT 28	8"	D-10-R			CITY					7804-48D/E
13 - PIP - 2505	J-9	CROSSING DEWSBURY DR.	24"	RCP			CITY					7804-48D/E
13 - PIP - 2506	J-9	STORM SEWER BETWEEN LOTS 28/29	48"	RCP	5.26	187'	CITY					7804-48D/E
13 - PIP - 2507	J-9	E 38/37	64"	RCP	1.87	150'	CITY					7804-48G
13 - MAN - 2508	J-9	IN FULLY ROCK DR, 80' N GALLOWAY DR					CITY					7804-48G
13 - INL - 2509	M9	SW CORN. FLINTRIDGE & DUBLIN	8"				CITY					7804-48G
13 - INL - 2511	M9	SE CORNER FLINTRIDGE & DUBLIN	8"				CITY					
13 - PIP - 2512	M9	STR 2551 TO STR 2553	24"	RCP		400'	CITY					
13 - INL - 2513	M9	400' E OF FLINTRIDGE S SIDE DUBLIN	10"				CITY					
13 - PIP - 2514	M9	STR 2553 TO STR 2555	24"	RCP		84'	CITY					
13 - INL - 2515	M9	400' E OF FLINTRIDGE N SIDE DUBLIN	10"				CITY					
13 - CHA - 2516	M9	STR 2555 TO STR 2557	25'	CONC.		500'	CITY					
13 - INL - 2517	M9	100' W OF MONTARBOR S. SIDE REUBEN	8"				CITY					
13 - PIP - 2518	M9	STR 2557 TO STR 2559	42"	RCP		34'	CITY					
13 - INL - 2519	M9	100' W OF MONTARBOR N. SIDE REUBEN	8"				CITY					
13 - CHA - 2520	M9	STR 2559 NORTH TO CREEK	25'	CONC.		1130'	CITY					
13 - INL - 2521	M11	60' W OF GALENA S. SIDE CORTINA	8"				CITY					
13 - INL - 2522	M11	SW COR. GALENA & CORTINA	16"				CITY					
13 - INL - 2523	M11	40' N OF STR 2562	16"				CITY					
13 - PIP - 2524	M11	STR 2563 TO STR 2565	36"			450'	CITY					
13 - OUT - 2525	M11	SE CULDESAC OF SQUAW VALLEY DR.					CITY					
13 - INL - 2526	M11	SE COR. DEL REY & VICKERS	10"				CITY					

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13 - INL - 2567	M11	SW COR. DEL REY & VICKERS	8"				CITY					
13 - INL - 2568	M11	150' S OF STR 2587 ON DEL REY	8"				CITY					
13 - INL - 2569	M11	NE COR. DEL REY & SQUAW VALLEY	8"				CITY					
13 - INL - 2570	M11	SE COR. DEL REY & SQUAW VALLEY	8"				CITY					
13 - PIP - 2571	M11	EXTENDS 200' E OF DEL REY ON SQUAW VALLEY	36"			200'	CITY					
13 - INL - 2572	M11	200' E OF DEL REY N. SIDE SQUAW VALLEY	18"				CITY					
13 - INL - 2573	M11	200' E OF DEL REY S. SIDE SQUAW VALLEY	18"				CITY					
13 - CHA - 2574	L8	FROM STR 2125 TO COTTONWOOD CREEK					CITY					
13 - INL - 2575	L7	SW COR. HORIZON & ZEPHYR ON ZEPHYR					CITY					
13 - INL - 2576	L7	SW COR. HORIZON & ZEPHYR ON HORIZON					CITY					
13 - PIP - 2577	L7	ACROSS HORIZON FROM STR 2576					CITY					
13 - INL - 2578	L7	STR 2577 TO STR 2581	24"	RCP	1.38%	130'	CITY					
13 - PIP - 2579	L7	N SIDE MIRAGE S OF DET. POND					CITY					
13 - PIP - 2580	L7	STR 2581 TO 2579	24"	RCP	3.00%	308'	CITY					
13 - MH - 2581	L7	25' NE COURTSIDE TOWNHOMES					CITY					
13 - PIP - 2582	L7	FROM STR. 2579 TO DET. POND	24"	RCP	9.64%	233'	CITY					
13 - INL - 2583	J8	SE COR. BRITTANY & DUBLIN	6"				CITY					
13 - INL - 2584	J8	SW COR. BRITTANY & DUBLIN	6"				CITY					
13 - INL - 2585	J8	SE COR. GARLOCK & DUBLIN	6"				CITY					
13 - INL - 2586	J8	SW COR. GARLOCK & DUBLIN	6"				CITY					
13 - INL - 2587	J8	SE COR. NANETTE & DUBLIN	4"				CITY					
13 - INL - 2588	J8	SW COR. NANETTE & DUBLIN	4"				CITY					
13 - PIP - 2589	J8	STR 2589 TO STR 2590	36"	RCP		250'	CITY					
13 - INL - 2590	J8	SE COR. YVONNE & DUBLIN	4"				CITY					
13 - INL - 2591	J8	SW COR. YVONNE & DUBLIN	4"				CITY					
13 - PIP - 2592	J10	STR 2593 TO CREEK	18"	RCP		50'	CITY					
13 - INL - 2593	J10	500' S GARLOCK LN.					CITY					
13 - PIP - 2594	J10	STR 2593 TO 2595	18"	RCP		450'	CITY					
13 - INL - 2595	J10	S. SIDE GARLOCK LN.	6"				CITY					
13 - INL - 2596	J10	N. SIDE GARLOCK LN.	4"				CITY					
13 - PIP - 2597	J10	STR 2596 TO GARLOCK WAY	18"	RCP		220'	CITY					
13 - PIP - 2598	J10	GARLOCK LN. TO BRITTANY CR.	21"	RCP		350'	CITY					
13 - INL - 2599	J10	SE COR. BRITTANY & GARLOCK	10'				CITY					
13 - INL - 2600	J10	SW COR. BRITTANY & GARLOCK	10'				CITY					
13 - PIP - 2601	J10	STR 2600 TO STR 2602	27"	RCP		850'	CITY					
13 - INL - 2602	J10	SE COR. YVONNE & BRITTANY	4"				CITY					
13 - INL - 2603	J10	SW COR. YVONNE & BRITTANY	6"				CITY					
13 - PIP - 2604	J10	STR 2603 TO DEWBURY DR.	30"	RCP		350'	CITY					
13 - PIP - 2605	J10	STR 2604 TO STR 2606	54"	RCP		800'	CITY					
13 - INL - 2606	J10	E SIDE PULPIT ROCK DR.					CITY					
13 - INL - 2607	J10	W. SIDE PULPIT ROCK DR.					CITY					
13 - PIP - 2608	J10	STR 2606 TO CREEK					CITY					
13 - MH - 2609	K8	S SIDE WOODMEN AT PARKING ENTRANCE					CITY					
13 - PIP - 2610	K8	STR 2609 TO STR 2611	42"	RCP		350'	CITY					
13 - MH - 2611	K8	350' W STR 2609 BY LOT LINE					CITY					
13 - PIP - 2612	K8	STR 2611 TO STR 2613	42"	RCP		200'	CITY					
13 - MH - 2613	J8	AT CULDESAC IN BARON RD.					CITY					
13 - PIP - 2614	J8	STR 2613 TO 2615	48"	RCP		800'	CITY					
13 - MH - 2615	J8	AT INT. BARON & PRINCE					CITY					
13 - MH - 2616	J8	120' S OF STR 2615 ON PRINCE					CITY					
13 - PIP - 2617	K8	STR 2103 W ACROSS ACADEMY	36"	CMP		850'	CITY					
13 - INL - 2618	K8	300' NW STR 2103					CITY					

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13 - PIP - 2619	K9	STR 2619 TO STR 2617	18"	CMP		150'	CITY					
13 - INL - 2620	K9	CULDESAC IN BROOK PARK DR.					CITY					
13 - PIP - 2621	K9	STR 2620 TO COTTONWOOD CREEK	18"			200'	CITY					
13 - INL - 2622	J7	SW COR. OF KELLY JOHNSON ROAD	12"				CITY					
13 - PIP - 2623	J7	STR 2622 TO STR 2624	30"			40'	CITY					
13 - INL - 2624	J7	40' SE OF STR 2622	12"				CITY					
13 - PIP - 2625	J7	SE OUT OF STR 2624 TO CONC. DITCH	48"				CITY					
13 - CHA - 2626	J7	W OUT OF STR 2453-INT. KELLY JOHN & GODDARD	6' X 6'	CONC.		700'	CITY					
13 - PIP - 2627	J7	W OUT OF STR 2290 TO STR 2626	90"	RCP		700'	CITY					
13 - MH - 2628	J7	AT INT. KELLY JOHNSON & GODDARD	8'				CITY					
13 - INT - 2629	J7	AT INT. KELLY JOHNSON & GODDARD					CITY					
13 - INT - 2630	I8	100' W OF COMMERCE CTR. RD. N SIDE					CITY					
13 - PIP - 2631	I8	STR 2630 TO STR 2632	30"	RCP	3.14%	183'	CITY					
13 - MH - 2632	I8	AT INT. ROCKKIMMON & COMMERCE					CITY					
13 - INT - 2633	I8	50' N. OF ROCKKIMMON E. OF COMMERCE					CITY					
13 - PIP - 2634	I8	STR 2633 TO STR 2635	30"	RCP	2.79%	88'	CITY					
13 - INL - 2635	I8	NW COR. COMMERCE & ROCKKIMMON					CITY					
13 - PIP - 2636	I8	STR 2635 TO STR 2637	30"	RCP	4.91%	34'	CITY					
13 - PIP - 2637	I8	STR 2632 TO STR 2638	42"	RCP	0.5%	96'	CITY					
13 - INL - 2638	I8	100' W COMMERCE ON N SIDE ROCKKIMMON					CITY					
13 - PIP - 2639	I8	STR 2638 TO STR 2640	42"	RCP	0.5%	88'	CITY					
13 - INL - 2640	I8	100' W COMMERCE ON S. SIDE ROCKKIMMON					CITY					
13 - PIP - 2641	I8	100' W COMMERCE ON S. SIDE ROCKKIMMON	24"	RCP	2.78%	28.5'	CITY					
13 - INL - 2642	I8	100' W COMMERCE ON S. SIDE ROCKKIMMON					CITY					
13 - PIP - 2643	I8	STR 2642 TO STR 2640	24"	RCP	1.98%	244'	CITY					
13 - PIP - 2644	I8	STR 2640 TO STR 2645	42"	RCP	15.9%	47'	CITY					
13 - MH - 2645	I8	50' E STR. 2640					CITY					
13 - PIP - 2646	I8	SW OUT OF STR 2645	42"	RCP	28.8%	79'	CITY					
13 - PIP - 2647	I8	SW OUT OF STR 2645	42"	RCP	1.5%	51'	CITY					
13 - INL - 2648	I8	400 S ROCKKIMMON ON CORPORATE					CITY					
13 - PIP - 2649	I8	STR 2648 TO STR 2650	18"	RCP	2.95%	133'	CITY					
13 - INL - 2650	I8	100' SW STR 2648 NEAR BRIDGE					CITY					
13 - PIP - 2651	I8	STR 2650 TO MONUMENT CREEK	18"	RCP	85.8%	29'	CITY					
13 - PIP - 2652	P8	300' N CORAL ST. CROSS POWERS	2-42"	CMP			CITY					
13 - PIP - 2653	P8	2000' N CORAL ST. CROSS POWERS	3-80"	CMP			CITY					
13 - PIP - 2654	P10	1000' S TEMPLETON GAP CROSS POWERS	38"	CMP			CITY					
13 - CHA - 2655	L7	700' S UNION & LEXINGTON GOING W	8'X5'X23"	CONC.			CITY					
13 - PIP - 2656	K8	ANTELOPE LOOP	2-54"	CMP			CITY					
13 - CHA - 2657	K8	STR 2656 GOING W	10"				CITY					
13 - CHA - 2658	J8	250' W OF JAMBOREE CIR ON JAMBOREE DR.	7'X4'X15'				CITY					
13 - CHA - 2659	L7	NORTH OUT OF STR 2128	10'X6'X28'			100'	CITY					
13 - PIP - 2660	L7	S OF INT VINTAGE & BRIARGATE	38"	CMP			CITY				SLOPE & LENGTH/SIZE CAN'T BE DETER	
13 - MH - 2661	L7	S OF INT VINTAGE & BRIARGATE					CITY				SLOPE & LENGTH/SIZE CAN'T BE DETER	
13 - PIP - 2662	L7	STR 2661 TO STR 2663	38"	CMP	5.0	200'	CITY					
13 - MH - 2663	L7	SW OF INT VINTAGE & BRIARGATE					CITY					
13 - PIP - 2664	L7	STR 2663 TO STR 2665	42"	CMP	3.53	83'	CITY				SLOPE & LENGTH/SIZE CAN'T BE DETER	
13 - MH - 2665	L7	SW OF VINTAGE & BRIARGATE					CITY					
13 - CHA - 2666	L7	EXTENDS W TO STAMPEDE	10' X 2.5'	CONC.	5.2	122'	CITY				SLOPE & LENGTH/SIZE CAN'T BE DETER	
13 - INL - 2667	L7	STR 2667 TO STR 2669					CITY					
13 - PIP - 2668	L7	STR 2667 TO STR 2669	38"	RCP	5.2	10'	CITY				SLOPE & LENGTH/SIZE CAN'T BE DETER	
13 - MH - 2669	L7	10' W STAMPEDE					CITY					
13 - PIP - 2670	L7	STR 2669 TO STR 2672	30"	RCP	3.5	400'	CITY				#1 ON CITY PLANS	

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 2671	K7	STR 2670 TO BRIARGATE	30"	RCP		100'	CITY					
13 - MH - 2672	K7	N OF WHITEHORN & BELL DR					CITY					
13 - PIP - 2673	K7	STR 2672 TO STR 2674	36"	RCP	4.0	400'	CITY				#2 ON CITY PLANS	
13 - MH - 2674	K7	400' W STR 2674					CITY					
13 - PIP - 2676	K7	STR 2674 TO STR 2676	36"	RCP	4.0	400'	CITY				#3 ON CITY PLANS	
13 - MH - 2678	K7	400' W STR 2674					CITY					
13 - PIP - 2677	K7	STR 2676 TO STR 2678	36"	RCP	3.0	400'	CITY				#4 ON CITY PLANS	
13 - MH - 2678	K7	400' W STR 2678					CITY					
13 - PIP - 2679	K7	STR 2678 TO 2680	36"	RCP	3.0	420'	CITY				#5 ON CITY PLANS	
13 - MH - 2680	K7	100' S BRIARGATE ON CHAPEL HILLS					CITY					
13 - PIP - 2681	K7	STR 2680 TO STR 2682	36"	RCP	4.84	305'	CITY				#6 ON CITY PLANS	
13 - INL - 2682	K7	INT. INDEPENDENCE & CHAPEL HILLS DR. N. SIDE					CITY					
13 - PIP - 2683	K7	STR 2682 TO STR 2684	36"	RCP	5.0	45'	CITY				#6 ON CITY PLANS	
13 - INL - 2684	K7	INT INDEPENDENCE & CHAPEL HILLS DR S SIDE					CITY					
13 - PIP - 2685	K7	STR 2684 TO STR 2704	36" X 60"	RCP	0.5	300'	CITY				#8 ON CITY PLANS	
13 - INL - 2686	K7	IN CULDESAC 200' E OF TIMBERLINE COURT					CITY					
13 - PIP - 2687	K7	STR 2686 TO STR 2688	24"	RCP	2.5	140'	CITY				#1 ON CITY PLANS	
13 - MH - 2688	K7	BETWEEN 2 CULDESACS N OF TIMBERLINE DR.					CITY					
13 - PIP - 2689	K7	STR 2688 TO STR 2690	24"	RCP	2.5	154'	CITY				#7 ON CITY PLANS	
13 - INL - 2690	K7	IN TIMBERLINE COURT					CITY					
13 - PIP - 2691	K7	STR 2690 TO STR 2694	30"	RCP	2.66	215'	CITY				#2 ON CITY PLANS	
13 - INL - 2692	K7	SW COR TIMBERLINE DR					CITY					
13 - PIP - 2693	K7	STR 2692 TO STR 2694	15"	RCP	4.8	180'	CITY				#10 ON CITY PLANS	
13 - INL - 2694	K7	180' N OF STR 2692 ON TIMBERLINE E SIDE					CITY					
13 - PIP - 2695	K7	STR 2693 TO STR 2696	30"	RCP	2.5	85'	CITY				#3 ON CITY PLANS	
13 - INL - 2696	K7	ACROSS STREET FROM STR 2694					CITY					
13 - PIP - 2697	K7	STR 2696 TO STR 2698	30"	RCP	3.5	122'	CITY				#4 ON CITY PLANS	
13 - MH - 2698	K7	122' W OF STR 2698					CITY					
13 - PIP - 2698	K7	STR 2698 TO STR 2700	30"	RCP	3.5	27'	CITY				#6 ON CITY PLANS	
13 - MH - 2700	K7	27' N OF STR 2698					CITY					
13 - PIP - 2701	K7	STR 2700 TO STR 2701	30"	RCP	3.5	123'	CITY				#8 ON CITY PLANS	
13 - INL - 2702	K7	300' S INDEPENDENCE ON E SIDE OF STREET					CITY					
13 - PIP - 2703	K7	STR 2702 TO STR 2704	24" X 45"	RCP	2.0	40'	CITY				#5 ON CITY PLANS	
13 - INL - 2704	K7	260' S OF INDEPENDENCE CHAP HILLS W SIDE OF ST					CITY					
13 - PIP - 2705	K7	STR 2704 TO STR 2706	45" X 66"	RCP	0.8	117'	CITY				#8 ON CITY PLANS	
13 - INL - 2706	K7	117' W OF STR 2704					CITY					
13 - PIP - 2707	K7	EXTENDS W OF STR 2706	2-28" X 45"	RCP		161'	CITY				SIZE UNKNOWN	
13 - INL - 2708	K7	SW CORNER OF CHAPEL HILLS DR					CITY				SLOPE & LENGTH UNKNOWN	
13 - PIP - 2708	K7	EXTENDS WEST OF STR 2708	18"	CMP	3.4	181'	CITY				#9 ON CITY PLANS	
13 - PON - 2710	L6	CHAPEL HILLS DET. POND NO. 1	48 AC-FT				CITY	36" RCP	RIP RAP			
13 - PON - 2711	L6	CHAPEL HILLS DET. POND NO. 2	128 AC-FT				CITY	30" RCP	RIP RAP			
13 - PON - 2712	L7	ANDEROSA ESTATES DET. POND	15 AC-FT				CITY	36" CMP	CONCRETE			
13 - PIP - 3000	J8	80' @ INT. VENHORST & VINCENT	12"			80'	COUNTY					
13 - PIP - 3001	J8	230' N OF SHRIDER ON VINCENT	16"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3002	J8	@ INT. COLLINS & VINCENT	12"			80'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3003	J8	@ INT. FULLER & VINCENT	18"			100'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3004	J8	@ INT CRAGIN & MILNER	12"			100'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3005	J8	@ INT. FULLER & MILNER E SIDE	18"			80'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3006	J8	@ INT. FULLER & MILNER W SIDE	18"			80'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3007	J7	500' E OF MILNER ON CRAGIN	12"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3008	J7	500' W OF ACADEMY BLVD ON CRAGIN	12"			70'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3008	J8	700' W OF ACADEMY ON FULLER	18" X 11"				COUNTY				UNKNOWN TYPE	

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 3010	J8	● INT ACADEMY & FULLER N SIDE	28" X 18"		0.56%	130'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3011	J8	● INT ACADEMY & FULLER S SIDE	28" X 18"		0.37%	130'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3012	J8	● INT MILNER & COLLINS S SIDE	18"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3013	J8	● INT MILNER & COLLINS N SIDE	12"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3014	J8	● INT MURDOCH & COLLINS	18"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3015	J8	● INT COLLINS & ACADEMY	24"		2.33%	50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3016	J8	FROM COLLINS TO SHRIDER	24"		0.75%	430'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3017	J8	● INT SHRIDER & ACADEMY	30"		0.92%	130'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3018	J8	700' W OF ACADEMY ON SHRIDER	15"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3019	J8	● INT MURDOCH & SHRIDER N SIDE	18" X 11"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3020	J8	● INT MURDOCH & SHRIDER S SIDE	12"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3021	J8	● INT MILNER & SHRIDER N SIDE	12"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3022	J8	● INT MILNER & SHRIDER S SIDE	12"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3023	J8	● INT MILNER & VENHORST	12"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3024	J8	● INT DENHORST & MURDOCH	12"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3025	J8	● INT BERGLIND & ACADEMY N SIDE	43" X 27"			130'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3026	J8	● INT BERGLIND & ACADEMY S SIDE	30" X 22"			130'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3027	J8	● INT BERGLIND & REED	24"			50'	COUNTY				UNKNOWN TYPE	
13 - PIP - 3028	J8	● INT BERGLIND & WOODMEN	24"			50'	COUNTY				UNKNOWN TYPE	
13 - INL - 3029	J8	NE COR COLLINS & ACADEMY					COUNTY				UNKNOWN TYPE	
13 - INL - 3030	J8	SE COR COLLINS & ACADEMY					COUNTY				UNKNOWN SIZE	
13 - INL - 3031	J8	NE COR SHRIDER & ACADEMY					COUNTY				UNKNOWN SIZE	
13 - PIP - 3032	J8	CROSS PRINCE DR @ YORK	13" X 22"			50'	COUNTY				UNKNOWN SIZE	
13 - PIP - 3033	J8	CROSS YORK @ PRINCE DR	13" X 22"			50'	COUNTY					
13 - PIP - 3034	J8	CROSS DUKE @ YORK	13" X 22"			50'	COUNTY					
13 - PIP - 3035	J8	CROSS PALACE DR @ YORK	18"			50'	COUNTY					
13 - INL - 3036	J8	NE COR OF IMPERIAL & KNIGHT					COUNTY					
13 - PIP - 3037	J8	STR 3036 TO 150' SOUTH	24"			150'	COUNTY				UNKNOWN SIZE	
13 - PIP - 3038	J8	50' W PRINCE DR ACROSS WOODMEN	24"			70'	COUNTY					
13 - PIP - 3039	K8	80' W OF PK LOT ENTR TO KING SUPRS X WOODMEN	47" X 27"			120'	COUNTY					
13 - PIP - 3040	K8	80' E OF PK LOT ENTR TO KING SUPRS X WOODMEN	47" X 27"			100'	COUNTY					
13 - PIP - 3041	K8	90' E OF PK LOT ENTR TO KING SUPRS X WOODMEN	18"			100'	COUNTY					
13 - INL - 3042	K8	550' N OF WOODMEN ON E SIDE OF ACADEMY					COUNTY				UNKNOWN SIZE	
13 - PIP - 3043	K8	STR 3042 TO WEST CROSS ACADEMY	38" X 22"			130'	COUNTY					
13 - INL - 3044	K8	NE COR ACADEMY & WOODMEN					COUNTY				UNKNOWN SIZE	
13 - PIP - 3045	K8	STR 3044 TO STR 3045	24"			100'	COUNTY					
13 - INL - 3046	K8	SE COR ACADEMY & WOODMEN					COUNTY				UNKNOWN SIZE	
13 - PIP - 3047	K8	STR 3046 TO STR 3048	48"	RCP		900'	COUNTY					
13 - INL - 3048	K8	NE COR BROOKWOOD & ACADEMY					COUNTY				UNKNOWN SIZE	
13 - PIP - 3049	K8	STR 3048 TO STR 3050	48"			40'	COUNTY					
13 - INL - 3050	K8	SE COR BROOKWOOD & ACADEMY					COUNTY				UNKNOWN SIZE	
13 - PIP - 3051	K8	STR 3050 TO THE SOUTH	48"			150'	COUNTY					
13 - PIP - 3052	K8	● INT OF GRASHIO & WOODMEN	13" X 22"	CMP		100'	COUNTY					
13 - PIP - 3053	K8	● INT OF COPLEY & GRASHIO S SIDE	24"		4.80%	50'	COUNTY					
13 - PIP - 3054	K8	● INT OF COPLEY & GRASHIO N SIDE	24"		8.40%	50'	COUNTY					
13 - PIP - 3055	K8	20' W OF INT @ COPLEY & GRASHIO	24"		5.20%	150'	COUNTY					
13 - PIP - 3056	K8	● INT BERGLIND & SHRIDER	18"			50'	COUNTY					
13 - PIP - 3057	K8	● INT COLLINS & GRASHIO	18"			50'	COUNTY					
13 - PIP - 3058	K8	● INT FULLER & GRASHIO	18"			50'	COUNTY					
13 - PIP - 3059	K8	● INT FULLER & ROSS	25" X 18"			50'	COUNTY					
13 - PIP - 3060	K8	● INT SHRIDER & ROSS	25" X 18"			50'	COUNTY					
13 - PIP - 3061	K8	● INT COPLEY & ROSS	18"			50'	COUNTY					

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STRUCTURE NUMBER	MAP #	LOCATION DESCRIPTION	SIZE	TYPE	SLOPE	LENGTH	MAINTENANCE RESPONSIBILITY	OUTLET PIPE CHARACT.	SPILLWAY CHARACT.	CONDITION	REMARKS	STATE JURISDICTION NUMBER
13 - PIP - 3062	K8	● INT COPLEY & WALKER	18"			50'	COUNTY					
13 - PIP - 3063	K8	● INT WALKER & SHRIDER S SIDE	18"			50'	COUNTY					
13 - PIP - 3064	K8	● INT WALKER & SHRIDER N SIDE	18"			50'	COUNTY					
13 - PIP - 3065	K8	● INT FULLER & BELL	18"			50'	COUNTY					
13 - PIP - 3066	K8	230' SOUTH OF FULLER ON BELL	18"			50'	COUNTY					
13 - PIP - 3067	K8	● INT SHRIDER & BELL	18"			50'	COUNTY					
13 - PIP - 3068	K8	● INT COPLEY & BELL	18"			50'	COUNTY					
13 - PIP - 3069	K8	● INT WOODMEN & BELL N SIDE	21"	RCP		74'	COUNTY					
13 - PIP - 3070	K8	● INT WOODMEN & BELL E SIDE	21"	RCP		140'	COUNTY					
13 - PIP - 3071	K8						COUNTY					
13 - PIP - 3072	K8	● INT SHRIDER & WHITLEY	18"			50'	COUNTY					
13 - PIP - 3073	K8	● INT SHRIDER & STINSON	18"			50'	COUNTY					
13 - PIP - 3074	L8	● INT SHRIDER & JANICE	18"			50'	COUNTY					
13 - PIP - 3075	L8	20' E OF STR 3074 ON SHRIDER	36" X 22"			50'	COUNTY					
13 - PIP - 3076	L8	20' E OF STR 3075 ON SHRIDER	36" X 22"			50'	COUNTY					
13 - PIP - 3077	L8	● INT SHRIDER & ANTELOPE	18"			50'	COUNTY					
13 - PIP - 3078	L8	● INT FULLER & ANTELOPE S SIDE	18"			50'	COUNTY					
13 - PIP - 3079	L8	● INT FULLER & ANTELOPE N SIDE	18"			50'	COUNTY					
13 - PIP - 3080	L8	● INT GAIL & WOODMEN	18"			50'	COUNTY					
13 - PIP - 3081	L8	● INT RUTH & WOODMEN N SIDE	18"			50'	COUNTY					
13 - PIP - 3082	L8	● INT RUTH & WOODMEN E SIDE	18"			80'	COUNTY					
13 - PIP - 3083	L8	● INT CINDY & WOODMEN	18"			80'	COUNTY					
13 - PIP - 3084	J7	550' N FULLER ON VINCENT	12"			50'	COUNTY					
13 - PIP - 3085	J7	360' E STR 3084 ON VINCENT	15" X 22"			50'	COUNTY					
13 - PIP - 3086	J7	280' N OF TURNER ON ACADEMY	54"	RCP	0.28%	120'	COUNTY					
13 - PIP - 3087	M8	1800' E OF UNION ON TECUMSEH	18"			50'	COUNTY					
13 - PIP - 3088	M8	730' W OF TAOB ON FULLER	18"			50'	COUNTY					
13 - PIP - 3089	M8	150' S OF SHRIDER ON LILAC PL	18"			50'	COUNTY					
13 - PIP - 3090	M8	450' E OF LILAC ON SHRIDER	24"			50'	COUNTY					
13 - PIP - 3091	M8	400' W OF TAOB ON SHRIDER	24"			50'	COUNTY					
13 - PIP - 3092	J7	300' S KELLY JOHNSON ON W SIDE ACADEMY	54"	RCP	3.30%	1025'	COUNTY					
13 - MH - 3093	J7	E END OF STR 3092	6"	M804E			COUNTY					
13 - PIP - 3094	J7	STR 3093 TO STR 3098	48"	RCP	0.25%	2330'	COUNTY					
13 - INL - 3095	J7	BE COR TURNER & ACADEMY	6" X 4'	R			COUNTY					
13 - MH - 3096	J7	350' S OF TURNER DR ON ACADEMY	7"	M804E			COUNTY					
13 - INL - 3097	J7	350' S OF TURNER DR ON ACADEMY	18" X 4'	R			COUNTY					
13 - PIP - 3098	J7	STR 3097 TO STR 3099	24"	RCP	0.10%	1530'	COUNTY					
13 - MH - 3099	J7	S END OF STR 3098	4"	M804E			COUNTY					
13 - INL - 3100	J7	NE COR CRAGIN & ACADEMY	6" X 4'	R			COUNTY					
13 - PIP - 3101	J7	STR 3097 TO STR 3103	48"	RCP	2.58%	1815'	COUNTY					
13 - MH - 3102	K7	540' E STR 3097	6"				COUNTY					
13 - INL - 3103	K7	350' N OF CRAGIN ON GRASHO					COUNTY					
13 - INL - 3104	J8	W SIDE OF PRINCE CIRCLE	5'	R			COUNTY					
13 - PIP - 3105	J8	STR 3104 TO STR 3108	18"	RCP	2.22%	90'	COUNTY					
13 - INL - 3106	J8	S SIDE OF PRINCE CIRCLE	5'	R			COUNTY					
13 - PIP - 3107	J8	SOUTH FROM STR 3106	18"	RCP		15'	COUNTY					
13 - PIP - 3108	K8	● INT GRASHO & WOODMEN	24"	RCP		72'	COUNTY					
13 - PIP - 3109	K8	ENT 40' E OF ACADEMY OFF WOODMEN	12"	RCP		48'	COUNTY					
13 - PIP - 3110	K8	ENT. 80' E OF ACADEMY OFF WOODMEN	12"	RCP		52'	COUNTY					
13 - PIP - 3111	K8	ENT 120' E OF ACADEMY OFF WOODMEN	12"	RCP		52'	COUNTY					
13 - PIP - 3112	K8	ENT 200' W OF WILDWOOD OFF WOODMEN	12"	RCP		48'	COUNTY					
13 - PIP - 3113	K8	ENT 100' W OF WILDWOOD N SIDE WOODMEN	24"	RCP		42'	COUNTY					

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13 - PIP - 3114	K8	@ INT WILDWOOD & WOODMEN	12"	RCP		48'	COUNTY					
13 - PIP - 3115	K8	ENT 20' E OF WILDWOOD N SIDE WOODMEN	24"	RCP		42'	COUNTY					
13 - PIP - 3118	K8	700' E OF WILDWOOD S SIDE WOODMEN	42"	RCP			COUNTY					
13 - MH - 3117	K8	N END OF STR 3118		B			COUNTY					
13 - PIP - 3118	K8	STR 3117 TO STR 3118	36"	RCP		330'	COUNTY					
13 - INL - 3118	K8	N END OF STR 3118 N SIDE WOODMEN					COUNTY					
13 - PIP - 3120	K8	800' E OF WILDWOOD N SIDE WOODMEN	27"	RCP		48'	COUNTY					
13 - PIP - 3121	K8	830' E OF WILDWOOD N SIDE WOODMEN	27"	RCP		48'	COUNTY					
13 - PIP - 3122	K8	400' W OF BELL DR N SIDE WOODMEN	24"	RCP		42'	COUNTY					
13 - PIP - 3123	K8	300' W OF BELL DR N SIDE WOODMEN	24"	RCP		42'	COUNTY					
13 - PIP - 3124	K8	100' E OF BELL DR N SIDE WOODMEN	18"	RCP		38'	COUNTY					
13 - PIP - 3125	K8	300' E OF BELL N SIDE WOODMEN	15"	RCP		38'	COUNTY					
13 - PIP - 3126	K8	450' E OF BELL N SIDE WOODMEN	16"	RCP		38'	COUNTY					
13 - PIP - 3127	K8	550' E OF BELL N SIDE WOODMEN	12"	RCP		34'	COUNTY					
13 - INL - 3128	L8	NE COR STINSON ROAD & WOODMEN					COUNTY					
13 - PIP - 3128	L8	STR 3128 TO STR 3130	80"	RCP		90'	COUNTY					
13 - INL - 3130	L8	S END OF STR 3128					COUNTY					
13 - MH - 3131	L8	50' S OF INLET S SIDE WOODMEN					COUNTY					
13 - PIP - 3132	L8	FROM STR 3131 SOUTH	80"	RCP			COUNTY					
13 - PIP - 3133	L8	@ INT CHERRYWOOD & WOODMEN	12"	RCP		54'	COUNTY					
13 - PIP - 3134	L8	@ INT GAIL & WOODMEN S SIDE WOODMEN	12"	RCP		48'	COUNTY					
13 - MH - 3135	K8	@ END OF CUL DE SAC ROSEWOOD DR.		A			COUNTY					
13 - PIP - 3136	K8	SOUTH OUT OF STR 3135	48"	RCP	1.83%	50'	COUNTY					
13 - MH - 3137	K8	@ END OF STR 3136		A			COUNTY					
13 - PIP - 3138	K8	STR 3137 TO STR 3138	48"	RCP	2.57%	180'	COUNTY					
13 - INL - 3138	K8	NE COR ROSEWOOD & WILDWOOD	24"	DROP			COUNTY					
13 - PIP - 3140	K8	STR 3138 TO 3141	48"	RCP	5.00%	450'	COUNTY					
13 - INL - 3141	K8	NE COR BROOKWOOD & ROSEWOOD	18"	DROP			COUNTY					
13 - PIP - 3142	K8	SOUTH OUT OF STR 3141	48"	RCP	0.00%	140'	COUNTY					
13 - PIP - 3143	K8	STR 3138 TO STR 3144	24"	RCP	1.15%	130'	COUNTY					
13 - INL - 3144	K8	130' E OF WILDWOOD & ROSEWOOD	38"	DROP			COUNTY					
13 - PIP - 3145	K8	STR 3141 TO STR 3148	24"	RCP	1.00%	100'	COUNTY					
13 - INL - 3146	K8	100' E OF BROOKWOOD & ROSEWOOD	24"	DROP			COUNTY					
13 - MH - 3147	L8	330' S OF STR 3130		A			COUNTY					
13 - PIP - 3148	L8	STR 3147 TO STR 3148	66"	RCP	1.70%	350'	COUNTY					
13 - MH - 3148	L8	200' W OF BOYSENBERRY WAY		A			COUNTY					
13 - PIP - 3150	L8	STR 3148 TO STR 3151	66"	RCP	0.80%	55'	COUNTY					
13 - MH - 3151	L8	50' S E OF STR 3148		A			COUNTY					
13 - PIP - 3152	L8	EXTEND S OUT OF STR 3151	66"	RCP	0.80%	195'	COUNTY					

**COTTONWOOD CREEK
DRAINAGE BASIN PLANNING STUDY
APPENDIX B
AUGUST 24, 1992
TABLE 8
RESULTS OF BASIN INVENTORY**

TABLE 8

NOTE: FINAL RECOMMENDATIONS ARE INCLUDED IN THE DBPS AND REFLECT MINOR CHANGES DUE TO COMMENTS AND/OR MORE DETAILED EVALUATION.

COTTONWOOD CREEK DBPS RESULTS OF BASIN INVENTORY

TABLE 8

REACH	EXISTING PROTECTION	AVAILABLE/ ADDITIONAL CAPACITY	EROSION CONSIDERATIONS	WETLAND CONSIDERATIONS	WILDLIFE CONSIDERATIONS	COMPATIBILITY W/ UTILITIES	LAND USE COMPATIBILITY	LAND AVAILABILITY	MULTI-USE OPPORTUNITIES	CAPITAL COST PER ALTERNATIVE	MAINTENANCE CONSIDERATIONS PER ALTERNATIVE	SAFETY OR FLOOD PROTECTION CONSIDERATIONS	COMMENTS	CONCLUSIONS
DES. PT. 9 DES. PT. 10	TO NATURAL OR VEGETATED CHANNEL 80' B x 15' D, 1:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 10 TO 20 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	PROPOSED MAJOR UTILITY MARK ON NORTH SIDE OF CHANNEL NEEDS TO BE CONSIDERED IN FINAL DESIGN AND ROW REQUIREMENTS	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED TRAIL CORRIDOR PLANNED LINEAR PARK PLANNED UTILITY CORRIDOR	FULL LINING = \$ 447,000 PARTIAL LINING = \$ 313,000 NATURAL = \$ 1,480,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	HIGH VELOCITIES ANTICIPATED - NATURAL ALTERNATIVE MAY NOT BE PRACTICAL. SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 8 DES. PT. 9	TO NATURAL OR VEGETATED CHANNEL 80' B x 10' D, 3:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 10 TO 20 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	PROPOSED MAJOR UTILITY MARK ON NORTH SIDE OF CHANNEL NEEDS TO BE CONSIDERED IN FINAL DESIGN AND ROW REQUIREMENTS	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED TRAIL CORRIDOR PLANNED LINEAR PARK PLANNED UTILITY CORRIDOR	FULL LINING = \$ 754,000 PARTIAL LINING = \$ 468,000 NATURAL = \$ 1,892,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	HIGH VELOCITIES ANTICIPATED - NATURAL ALTERNATIVE MAY NOT BE PRACTICAL. SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 7 DES. PT. 8	TO NATURAL OR VEGETATED CHANNEL 80' B x 10' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED TRAIL CORRIDOR PLANNED LINEAR PARK	FULL LINING = \$ 740,000 PARTIAL LINING = \$ 500,000 NATURAL = \$ 896,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	HIGH VELOCITIES ANTICIPATED - NATURAL ALTERNATIVE MAY NOT BE PRACTICAL. SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 6 DES. PT. 7	TO NATURAL OR VEGETATED CHANNEL 80' B x 10' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 1,102,000 PARTIAL LINING = \$ 1,837,000 NATURAL = \$ 1,748,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 5 DES. PT. 6	TO NATURAL OR VEGETATED CHANNEL 80' B x 10' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 1,148,000 PARTIAL LINING = \$ 840,000 NATURAL = \$ 1,750,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS	RURAL TYPE SETTING	USE ALTERNATIVE B USE ALTERNATIVE A
DES. PT. 4 DES. PT. 5	TO NATURAL OR VEGETATED CHANNEL 50' B x 8' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 347,000 PARTIAL LINING = \$ 484,000 NATURAL = \$ 797,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS	RURAL TYPE SETTING	USE ALTERNATIVE A
DES. PT. 3 DES. PT. 4	TO NATURAL OR VEGETATED CHANNEL 20' B x 8' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 728,000 PARTIAL LINING = \$ 628,000 NATURAL = \$ 1,316,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	RURAL TYPE SETTING	USE ALTERNATIVE A
DES. PT. 2 DES. PT. 3	TO NATURAL OR VEGETATED CHANNEL 20' B x 5' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 510,000 PARTIAL LINING = \$ 456,000 NATURAL = \$ 451,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	RURAL TYPE SETTING	USE ALTERNATIVE A
DES. PT. 1 DES. PT. 2	TO NATURAL OR VEGETATED CHANNEL 20' B x 4' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR. REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 190,000 PARTIAL LINING = \$ 242,000 NATURAL = \$ 290,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	RURAL TYPE SETTING	USE ALTERNATIVE A
DES. PT. 5A DES. PT. 5	TO NATURAL OR VEGETATED CHANNEL 20' B x 6' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 323,000 PARTIAL LINING = \$ 418,000 NATURAL = \$ 368,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	RURAL TYPE SETTING	USE ALTERNATIVE A
DES. PT. B2 DES. PT. 6A	TO NATURAL OR VEGETATED CHANNEL 20' B x 6' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 438,000 PARTIAL LINING = \$ 414,000 NATURAL = \$ 876,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE ALTERNATIVE B
DES. PT. C2 DES. PT. 8A	TO NATURAL OR VEGETATED CHANNEL 20' B x 4' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 223,000 PARTIAL LINING = \$ 478,000 NATURAL = \$ 799,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE A COMBINATION OF STREETS/STORM SEWER OR STREETS/ROADSIDE DITCH
DES. PT. 8A DES. PT. 8B	TO NATURAL OR VEGETATED CHANNEL 40' B x 4' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED OPEN SPACE	FULL LINING = \$ 817,000 PARTIAL LINING = \$ 809,000 NATURAL = \$ 1,320,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	STEEP EXISTING SLOPES - DROPS LESS THAN 300 FT APART VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 8C DES. PT. 8D	TO NATURAL OR VEGETATED CHANNEL 40' B x 6' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 616,000 PARTIAL LINING = \$ 778,000 NATURAL = \$ 1,156,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE A COMBINATION OF STREETS/STORM SEWER OR STREETS/ROADSIDE DITCH

NOTE: FINAL RECOMMENDATIONS ARE INCLUDED IN THE DBPS AND
REFLECT MINOR CHANGES DUE TO COMMENTS AND/OR MORE
DETAILED EVALUATION.

SHEET 2 OF 7
URS PROJ. NO. 49209

URS
CONSULTANTS
MAKING TECHNOLOGY WORK

COTTONWOOD CREEK DBPS RESULTS OF BASIN INVENTORY

REACH	EXISTING PROTECTION	AVAILABLE/ ADDITIONAL CAPACITY	EROSION CONSIDERATIONS	WETLAND CONSIDERATIONS	WILDLIFE CONSIDERATIONS	COMPATIBILITY W/ UTILITIES	LAND USE COMPATIBILITY	LAND AVAILABILITY	MULTI-USE OPPORTUNITIES	CAPITAL COST PER ALTERNATIVE	MAINTENANCE CONSIDERATIONS PER ALTERNATIVE	SAFETY OR FLOOD PROTECTION CONSIDERATIONS	COMMENTS	CONCLUSIONS
DES. PT. 8E TO DES. PT. 8G	NATURAL OR VEGETATED CHANNEL 80' B x 8' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 485,000 PARTIAL LINING = \$ 427,000 NATURAL = \$ 482,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
SUBBASIN C5 TO DES. PT. 8F	NATURAL OR VEGETATED CHANNEL 30' B x 6' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 1,278,000 PARTIAL LINING = \$ 1,120,000 NATURAL = \$ 1,434,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	STORM SEWER/STREET COMBINATION VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 8G TO DES. PT. 8	NATURAL OR VEGETATED CHANNEL 80' B x 8' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 827,000 PARTIAL LINING = \$ 1,007,000 NATURAL = \$ 1,147,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	NATURAL ALTERNATIVE MAY NOT BE PRACTICAL SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
SUBBASIN B5 TO DES. PT. 8H	NATURAL OR VEGETATED CHANNEL 15' B x 4' D, 2:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR. REPRESENTATIVE MAY SUFFICE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 941,000 PARTIAL LINING = \$ 781,000 NATURAL = \$ 1,347,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	HIGH VELOCITIES ANTICIPATED - NATURAL ALTERNATIVE MAY NOT BE PRACTICAL STEEP EXISTING SLOPES - DROPS LESS THAN 300 FT APART 100YR. RUNOFF > 500 CFS		100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES
SUBBASIN C14 TO DES. PT. 9A	NATURAL OR VEGETATED CHANNEL 8' B x 4' D, 1:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR. REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 245,000 PARTIAL LINING = \$ 355,000 NATURAL = \$ 424,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES
DES. PT. 9A TO DES. PT. 9B	NATURAL OR VEGETATED CHANNEL 50' B x 6' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 1,389,000 PARTIAL LINING = \$ 1,458,000 NATURAL = \$ 1,878,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE ALTERNATIVE B
SUBBASIN E1 TO DES. PT. 11A	NATURAL OR VEGETATED CHANNEL 20' B x 4' D, 5:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 374,000 PARTIAL LINING = \$ 494,000 NATURAL = \$ 782,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE ALTERNATIVE B
DES. PT. 11A TO DES. PT. 11B	NATURAL OR VEGETATED CHANNEL 10' B x 4' D, 5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY VELOCITY= 5 TO 10 FPS	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR. REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 648,000 PARTIAL LINING = \$ 455,000 NATURAL = \$ 854,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	STEEP EXISTING SLOPES - DROPS LESS THAN 300 FT APART VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
SUBBASIN E2 TO DES. PT. 11C	NATURAL OR VEGETATED CHANNEL 10' B x 4' D, 5:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 5 TO 10 FPS	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 501,000 PARTIAL LINING = \$ 548,000 NATURAL = \$ 808,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE ALTERNATIVE B
DES. PT. 11D TO DES. PT. 11F	NATURAL OR VEGETATED CHANNEL 10' B x 15' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 10 TO 20 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 384,000 PARTIAL LINING = \$ 484,000 NATURAL = \$ 871,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	NATURAL ALTERNATIVE MAY NOT BE PRACTICAL STEEP EXISTING SLOPES - DROPS LESS THAN 300 FT APART 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
SUBBASIN E6 TO DES. PT. 11E	NATURAL OR VEGETATED CHANNEL 5' B x 2' D, 5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR. REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 462,000 PARTIAL LINING = \$ 731,000 NATURAL = \$ 884,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES
DES. PT. 11F TO DES. PT. 11	NATURAL OR VEGETATED CHANNEL 10' B x 15' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 10 TO 20 FPS	MODERATELY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 640,000 PARTIAL LINING = \$ 758,000 NATURAL = \$ 1,080,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	HIGH VELOCITIES ANTICIPATED - NATURAL ALTERNATIVE MAY NOT BE PRACTICAL SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
SUBBASIN C16 TO DES. PT. 11G	NATURAL OR VEGETATED CHANNEL 5' B x 2' D, 5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR. REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 638,000 PARTIAL LINING = \$ 1,005,000 NATURAL = \$ 1,388,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES
SUBBASIN G1 TO DES. PT. 12A	FULLY LINED CONCRETE CHANNEL 8' B x 5' D, 1.5:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 20 FPS	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	SIZE OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION	
SUBBASIN G2 TO DES. PT. 12B	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 545,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 72" STORM SEWER
DES. PT. 12B TO DES. PT. 12C	FULLY LINED CONCRETE CHANNEL 8' B x 4' D, 1.5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY VELOCITY= 20 FPS	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	SIZE OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 203,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF > 500 CFS	EXISTING FULLY LINED SYSTEM- INCREASE DEPTH OR WIDTH FOR ADDITIONAL CAPACITY	
DES. PT. 12C TO DES. PT. 12	NATURAL OR VEGETATED CHANNEL 15' B x 10' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 10 TO 20 FPS	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 357,000 PARTIAL LINING = \$ 487,000 NATURAL = \$ 783,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	HIGH VELOCITIES ANTICIPATED - NATURAL ALTERNATIVE MAY NOT BE PRACTICAL STEEP EXISTING SLOPES - DROPS LESS THAN 300 FT APART 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B

NOTE: FINAL RECOMMENDATIONS ARE INCLUDED IN THE DBPS AND
REFLECT MINOR CHANGES DUE TO COMMENTS AND/OR MORE
DETAILED EVALUATION.

COTTONWOOD CREEK DBPS RESULTS OF BASIN INVENTORY

REACH	EXISTING PROTECTION	AVAILABLE/ADDITIONAL CAPACITY	EROSION CONSIDERATIONS	WETLAND CONSIDERATIONS	WILDLIFE CONSIDERATIONS	COMPATIBILITY W/ UTILITIES	LAND USE COMPATIBILITY	LAND AVAILABILITY	MULTI-USE OPPORTUNITIES	CAPITAL COST PER ALTERNATIVE	MAINTENANCE CONSIDERATIONS PER ALTERNATIVE	SAFETY OR FLOOD PROTECTION CONSIDERATIONS	COMMENTS	CONCLUSIONS
SUBBASIN D3 TO DES. PT. 12D	NATURAL OR VEGETATED CHANNEL: 5' B x 2' D, 2:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	PROPOSED MAJOR UTILITY MAIN ON SOUTH SIDE OF CHANNEL NEEDS TO BE CONSIDERED IN FINAL DESIGN AND ROW REQUIREMENTS	HIGH DENSITY LAND USES NEXT TO FACILITY	50% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY	PLANNED TRAIL CORRIDOR PLANNED LINEAR PARK PLANNED UTILITY CORRIDOR	FULL LINING = \$ 285,000 PARTIAL LINING = \$ 978,000 NATURAL = \$ 1,511,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE A COMBINATION OF STREETS/STORM SEWER OR STREETS/ROADSIDE DITCH
DES. PT. 13A TO DES. PT. 13B	NATURAL OR VEGETATED CHANNEL: 10' B x 2' D, 10:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MAY BE JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 351,000 PARTIAL LINING = \$ 483,000 NATURAL = \$ 865,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13B TO DES. PT. 13C	NATURAL OR VEGETATED CHANNEL: 10' B x 3' D, 5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 848,000 PARTIAL LINING = \$ 871,000 NATURAL = \$ 873,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
SUBBASIN H2 TO DES. PT. 13D	NATURAL OR VEGETATED CHANNEL: 10' B x 2' D, 10:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 354,000 PARTIAL LINING = \$ 802,000 NATURAL = \$ 504,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE A COMBINATION OF STREETS/STORM SEWER OR STREETS/ROADSIDE DITCH
DES. PT. 13D TO DES. PT. 13E	NATURAL OR VEGETATED CHANNEL: 10' B x 3' D, 2:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	25% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 514,000 PARTIAL LINING = \$ 513,000 NATURAL = \$ 707,000	SIMILAR MAINTENANCE CONSIDERATIONS FOR ALL THREE ALTERNATIVES	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13F TO DES. PT. 13G	NATURAL OR VEGETATED CHANNEL: 10' B x 5' D, 2:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY VELOCITY= 10 TO 20 FPS	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 384,000 PARTIAL LINING = \$ 542,000 NATURAL = \$ 871,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13H TO DES. PT. 13I	NATURAL OR VEGETATED CHANNEL: 20' B x 10' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	HIGHLY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 271,000 PARTIAL LINING = \$ 310,000 NATURAL = \$ 357,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13I TO DES. PT. 13J	NATURAL OR VEGETATED CHANNEL: 20' B x 15' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	HIGHLY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 407,000 PARTIAL LINING = \$ 448,000 NATURAL = \$ 1,028,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13K TO DES. PT. 13L	NATURAL OR VEGETATED CHANNEL: 10' B x 2' D, 5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MAY BE JURISDICTIONAL WETLANDS PRESENT DETAILED STUDY MAY BE NEEDED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 220,000 PARTIAL LINING = \$ 257,000 NATURAL = \$ 448,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13L TO DES. PT. 13M	NATURAL OR VEGETATED CHANNEL: 10' B x 8' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 407,000 PARTIAL LINING = \$ 514,000 NATURAL = \$ 835,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13N TO DES. PT. 13O	NATURAL OR VEGETATED CHANNEL: 20' B x 15' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 725,000 PARTIAL LINING = \$ 831,000 NATURAL = \$ 1,084,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13P TO DES. PT. 13Q	NATURAL OR VEGETATED CHANNEL: 20' B x 15' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	HIGHLY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED TRAIL CORRIDOR PLANNED LINEAR PARK PLANNED GOLF COURSE	FULL LINING = \$ 403,000 PARTIAL LINING = \$ 380,000 NATURAL = \$ 1,348,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
DES. PT. 13Q TO DES. PT. 13R	NATURAL OR VEGETATED CHANNEL: 20' B x 8' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	HIGHLY ERODABLE BOTTOM SIDE-SLOPES INCISED IN ROCK	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED TRAIL CORRIDOR PLANNED LINEAR PARK PLANNED GOLF COURSE	FULL LINING = \$ 331,000 PARTIAL LINING = \$ 313,000 NATURAL = \$ 1,172,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	VELOCITY RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES SLOPE RANGE IS ACCEPTABLE FOR ALL ALTERNATIVES 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE B
SUBBASIN J1 TO DES. PT. 13S	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	25% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 300,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 48" STORM SEWER
SUBBASIN L1 TO DES. PT. 14A	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	50% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 122,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 42" STORM SEWER
SUBBASIN O1 TO DES. PT. 14B	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	50% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 358,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 42" STORM SEWER
SUBBASIN M1 TO DES. PT. 14C	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	50% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 218,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 42" STORM SEWER

NOTE: FINAL RECOMMENDATIONS ARE INCLUDED IN THE DBPS AND REFLECT MINOR CHANGES DUE TO COMMENTS AND/OR MORE DETAILED EVALUATION.

SHEET 4 OF 7
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COTTONWOOD CREEK DBPS RESULTS OF BASIN INVENTORY

TABLE 8

REACH	EXISTING PROTECTION	AVAILABLE/ ADDITIONAL CAPACITY	EROSION CONSIDERATIONS	WETLAND CONSIDERATIONS	WILDLIFE CONSIDERATIONS	COMPATIBILITY W/ UTILITIES	LAND USE COMPATIBILITY	LAND AVAILABILITY	MULTI-USE OPPORTUNITIES	CAPITAL COST PER ALTERNATIVE	MAINTENANCE CONSIDERATIONS PER ALTERNATE	SAFETY OR FLOOD PROTECTION CONSIDERATIONS	COMMENTS	CONCLUSIONS
SUBBASIN M3 TO DES. PT. 16A	STORM SEWER/STREET COMBINATION	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	25% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
DES. PT. 16A TO DES. PT. 16B	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 138,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 54" STORM SEWER
SUBBASIN P2 TO DES. PT. 16C	STORM SEWER/STREET COMBINATION	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
SUBBASIN T2 TO DES. PT. 17A	NATURAL OR VEGETATED CHANNEL 5' B x 2' D, 2:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODIBLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR. REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	25% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 97,000 PARTIAL LINING = \$ 188,000 NATURAL = \$ 258,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		USE A COMBINATION OF STREETS/STORM SEWER OR STREETS/ROADSIDE DITCH
DES. PT. 17A TO DES. PT. 17	STORM SEWER/STREET COMBINATION	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
SUBBASIN T4A TO DES. PT. 18A	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 85,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES		ADD PARALLEL 36" STORM SEWER
SUBBASIN Q1 TO DES. PT. 19A	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	EXISTING MAJOR UTILITY MAIN ON N & S SIDE OF CHANNEL MAY BE DIFFICULT OR EXPENSIVE TO RELOCATE	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 119,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 36" STORM SEWER
DES. PT. 19B TO DES. PT. 19C	FULLY LINED CONCRETE CHANNEL 5' B x 5' D, 1.5:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY> 20 FPS	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	25% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
DES. PT. 19D TO DES. PT. 19E	FULLY LINED CONCRETE CHANNEL 13' B x 6' D, 1.5:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY> 20 FPS	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	75% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
DES. PT. 19E TO DES. PT. 19F	FULLY LINED CONCRETE CHANNEL 12' B x 6' D, 1.5:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY> 20 FPS	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	EXISTING MAJOR UTILITY MAIN ON N & S SIDE OF CHANNEL MAY BE DIFFICULT OR EXPENSIVE TO RELOCATE	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
SUBBASIN T4B TO DES. PT. 19G	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MAINS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	50% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 320,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 60" STORM SEWER

NOTE: FINAL RECOMMENDATIONS ARE INCLUDED IN THE DBPS AND
REFLECT MINOR CHANGES DUE TO COMMENTS AND/OR MORE
DETAILED EVALUATION.

COTTONWOOD CREEK DBPS RESULTS OF BASIN INVENTORY

REACH	EXISTING PROTECTION	AVAILABLE/ADDITIONAL CAPACITY	EROSION CONSIDERATIONS	WETLAND CONSIDERATIONS	WILDLIFE CONSIDERATIONS	COMPATIBILITY W/ UTILITIES	LAND USE COMPATIBILITY	LAND AVAILABILITY	MULTI-USE OPPORTUNITIES	CAPITAL COST PER ALTERNATIVE	MAINTENANCE CONSIDERATIONS PER ALTERNATIVE	SAFETY OR FLOOD PROTECTION CONSIDERATIONS	COMMENTS	CONCLUSIONS
SUBBASIN 11 TO DES. PT. 22	FULLY LINED CONCRETE CHANNEL 3.0' B x 5' D, 1.5:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY: 20 FPS	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	75% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
SUBBASIN 12 TO DES. PT. 22A	STORM SEWER/STREET COMBINATION	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
DES. PT. 22 TO DES. PT. 23	FULLY LINED CONCRETE CHANNEL 6' B x 5' D, 1.5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY VELOCITY: 20 FPS	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	50% OF ADJACENT PROPERTY DEVELOPED NEXT TO FACILITY		FULL LINING = \$51,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF > 500 CFS		EXISTING FULLY LINED SYSTEM- INCREASE DEPTH OR WIDTH FOR ADDITIONAL CAPACITY
SUBBASIN 14 TO DES. PT. 23A	STORM SEWER/STREET COMBINATION	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
DES. PT. 23A TO DES. PT. 23	FULLY LINED CONCRETE CHANNEL 8' B x 3' D, 1.5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	EXISTING MAJOR UTILITY MARK ON SOUTH SIDE OF CHANNEL MAY BE DIFFICULT OR EXPENSIVE TO RELOCATE	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 188,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF > 500 CFS		EXISTING FULLY LINED SYSTEM- INCREASE DEPTH OR WIDTH FOR ADDITIONAL CAPACITY
DES. PT. 23 TO DES. PT. 24	FULLY LINED CONCRETE CHANNEL 8' B x 6' D, 1.5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 158,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF > 500 CFS		EXISTING FULLY LINED SYSTEM- INCREASE DEPTH OR WIDTH FOR ADDITIONAL CAPACITY
DES. PT. 24 TO DES. PT. 25	FULLY LINED CONCRETE CHANNEL 8' B x 5' D, 1.5:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 177,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF > 500 CFS		EXISTING FULLY LINED SYSTEM- INCREASE DEPTH OR WIDTH FOR ADDITIONAL CAPACITY
DES. PT. 25 TO DES. PT. 26	STORM SEWER/STREET COMBINATION	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
SUBBASIN N1 TO DES. PT. 26A	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 358,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 54" STORM SEWER
DES. PT. 26A TO DES. PT. 26B	NATURAL OR VEGETATED CHANNEL 10' B x 10' D, 2:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY= 10 TO 20 FPS	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	MOST LIKELY JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN STAGE	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	PARK OR OPEN SPACE LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY	PLANNED LINEAR PARK	FULL LINING = \$ 358,000 PARTIAL LINING = \$ 750,000 NATURAL = \$ 571,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	HIGH VELOCITIES ANTICIPATED - NATURAL ALTERNATIVE MAY NOT BE PRACTICAL STEEP EXISTING SLOPES - DROPS LESS THAN 300 FT APART 100YR. RUNOFF > 500 CFS		USE ALTERNATIVE A
DES. PT. 26 TO DES. PT. 27	STORM SEWER/STREET COMBINATION	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
DES. PT. 27 TO DES. PT. 28G	FULLY LINED CONCRETE CHANNEL 3' B x 8' D, 1:1 SIDE-SLOPE	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY VELOCITY: 20 FPS	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
SUBBASIN R1 TO DES. PT. 28C	NATURAL OR VEGETATED CHANNEL 8' B x 10' D, 1:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	HIGHLY ERODABLE SOIL BOTTOM AND SIDE-SLOPES	LIKELY SOME JURISDICTIONAL WETLANDS ARE PRESENT DETAILED STUDY REQUIRED AT FINAL DESIGN TO DETERMINE EXTENT OF WETLANDS	MOST LIKELY JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT ARE PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 502,000 PARTIAL LINING = \$ 588,000 NATURAL = \$ 1,505,000	MAINTENANCE OF ALTERNATIVE A IS NOT PRACTICAL DUE TO HIGH VELOCITIES AND EROSION - OTHER ALTERNATIVES ARE ACCEPTABLE	HIGH VELOCITIES ANTICIPATED - NATURAL ALTERNATIVE MAY NOT BE PRACTICAL STEEP EXISTING SLOPES - DROPS LESS THAN 300 FT APART 100YR. RUNOFF > 500 CFS		USE A COMBINATION OF STREETS/STORM SEWER OR STREETS/ROADSIDE DITCH
DES. PT. 28C TO DES. PT. 28E	FULLY LINED CONCRETE CHANNEL 7' B x 4' D, 1:1 SIDE-SLOPE	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	MOST LIKELY NOT JURISDICTIONAL WETLANDS PRESENT CONTACT WITH CORPS OF ENGR. REPRESENTATIVE MAY SUFFICE	MOST LIKELY NOT JURISDICTIONAL WILDLIFE CORRIDORS OR HABITAT PRESENT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	ADJACENT PROPERTY UNDEVELOPED NEXT TO FACILITY		FULL LINING = \$ 371,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF > 500 CFS		EXISTING FULLY LINED SYSTEM- INCREASE DEPTH OR WIDTH FOR ADDITIONAL CAPACITY
SUBBASIN R2 TO DES. PT. 28D	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	RESIDENTIAL LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		FULL LINING = \$ 128,000	EXISTING SYSTEM UPGRADE - NO CHANGE IN MAINTENANCE CONSIDERATIONS	100YR. RUNOFF 500 CFS - PRACTICAL ALTERNATIVES ARE STORM SEWER SYSTEM OR ROADSIDE DITCHES	EXISTING STORM SEWER/STREET SYSTEM-ADD PARALLEL PIPE FOR ADDITIONAL CAPACITY	ADD PARALLEL 54" STORM SEWER
DES. PT. 28D TO DES. PT. 28E	STORM SEWER/STREET COMBINATION	CAPACITY NOT AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY NOT POSSIBLE TO INCREASE DEPTH FOR FULL FLOW THROUGH CAPACITY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION
DES. PT. 28E TO DES. PT. 28F	STORM SEWER/STREET COMBINATION	CAPACITY AVAILABLE FOR FULL FLOW THROUGH HYDROLOGY	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY LINED OR IN STORM SEWER	N/A - ALREADY FULLY URBANIZED AREA WITH FULL LINING OR STORM SEWER BUILT	NO EXISTING OR PROPOSED MAJOR UTILITY MARKS ANTICIPATED	HIGH DENSITY LAND USES NEXT TO FACILITY	ADJACENT PROPERTY FULLY DEVELOPED NEXT TO FACILITY		N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED	N/A-NO IMPROVEMENT IS PROPOSED		NO IMPROVEMENT REQUIRED- EXISTING SYSTEM HAS ADEQUATE CAPACITY AND PROTECTION

NOTE: FINAL RECOMMENDATIONS ARE INCLUDED IN THE DBPS AND REFLECT MINOR CHANGES DUE TO COMMENTS AND/OR MORE DETAILED EVALUATION.

COTTONWOOD CREEK DBPS RESULTS OF BASIN INVENTORY

NOTE: FINAL RECOMMENDATIONS ARE INCLUDED IN THE DBPS AND REFLECT MINOR CHANGES DUE TO COMMENTS AND/OR MORE DETAILED EVALUATION.

**COTTONWOOD CREEK
DRAINAGE BASIN PLANNING STUDY
APPENDIX B
AUGUST 24, 1992
TABLE 9
100-YEAR STORM RAINFALL DISTRIBUTION**

COTTONWOOD CREEK DBPS - TABLE 9
100-YEAR STORM RAINFALL DISTRIBUTION

18.7 SQ MI

P= 4.1 INCHES IN 24 HOURS

	0 MIN	15 MIN	30 MIN	45 MIN
0 HOURS	0.000	0.002	0.006	0.012
1 HOURS	0.019	0.025	0.033	0.041
2 HOURS	0.050	0.059	0.068	0.078
3 HOURS	0.087	0.096	0.105	0.115
4 HOURS	0.132	0.161	0.190	0.219
5 HOURS	0.248	0.310	0.414	1.654
6 HOURS	2.895	2.999	3.102	3.164
7 HOURS	3.226	3.267	3.309	3.350
8 HOURS	3.392	3.412	3.433	3.454
9 HOURS	3.474	3.495	3.516	3.536
10 HOURS	3.557	3.573	3.588	3.604
11 HOURS	3.619	3.635	3.650	3.666
12 HOURS	3.681	3.697	3.712	3.728
13 HOURS	3.743	3.757	3.770	3.784
14 HOURS	3.797	3.809	3.822	3.834
15 HOURS	3.846	3.857	3.867	3.878
16 HOURS	3.888	3.898	3.909	3.919
17 HOURS	3.929	3.940	3.950	3.960
18 HOURS	3.971	3.981	3.991	4.002
19 HOURS	4.012	4.022	4.033	4.043
20 HOURS	4.053	4.059	4.064	4.069
21 HOURS	4.074	4.079	4.084	4.090
22 HOURS	4.095	4.100	4.105	4.110
23 HOURS	4.115	4.121	4.126	4.131
24 HOURS	4.136			

9.9 SQ MI

P= 4.40 INCHES IN 24 HOURS

	0 MIN	15 MIN	30 MIN	45 MIN
0 HOUR	0.000	0.002	0.007	0.013
1 HOUR	0.020	0.026	0.035	0.044
2 HOUR	0.053	0.063	0.073	0.083
3 HOUR	0.092	0.103	0.112	0.122
4 HOUR	0.141	0.172	0.202	0.233
5 HOUR	0.264	0.330	0.440	1.760
6 HOUR	3.080	3.190	3.300	3.366
7 HOUR	3.432	3.476	3.520	3.564
8 HOUR	3.608	3.630	3.652	3.674
9 HOUR	3.696	3.718	3.740	3.762
10 HOUR	3.784	3.801	3.817	3.834
11 HOUR	3.850	3.867	3.883	3.900
12 HOUR	3.916	3.933	3.949	3.966
13 HOUR	3.982	3.997	4.011	4.025
14 HOUR	4.039	4.052	4.066	4.079
15 HOUR	4.092	4.103	4.114	4.125
16 HOUR	4.136	4.147	4.158	4.169
17 HOUR	4.180	4.191	4.202	4.213
18 HOUR	4.224	4.235	4.246	4.257
19 HOUR	4.268	4.279	4.290	4.301
20 HOUR	4.312	4.318	4.323	4.329
21 HOUR	4.334	4.340	4.345	4.351
22 HOUR	4.356	4.362	4.367	4.373
23 HOUR	4.378	4.384	4.389	4.395
24 HOUR	4.400			

**COTTONWOOD CREEK
DRAINAGE BASIN PLANNING STUDY
APPENDIX B
AUGUST 24, 1992
TABLE 10
SCS METHOD - SUBBASIN HYDROLOGIC DATA**

SHEET 1 OF 19

OVERALL VALUE

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CM
A1	B C D										120.6		120.6 0.188	60.0
A2	B C D										134.2		134.2 0.210	60.0
A3	B C D										103.9		103.9 0.162	60.0
A4	B C D										162.4		162.4 0.254	60.0
A5	B C D										134.2		134.2 0.210	60.0
A6	B C D										90.0		90.0 0.141	60.0
A7	B C D										87.4		87.4 0.137	60.0
A8	B C D										153.3		153.3 0.240	60.0
A9	B C D										126.0		126.0 0.197	60.0

SHEET 2 OF 19

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
A10	B C D										108.2		108.2 0.169	60.0
A11	B C D										76.1		76.1 0.119	60.0
A12	B C D									76.2			76.2 0.119	68.0
A13	B C D										102.9		102.9 0.161	60.0
B1	B C D									93.2	29.4		122.6 0.192	66.1
B2	B C D		22.5		8					38.1			68.6 0.107	77.9
B3	B C D				13.5		59.7			20.0			93.2 0.146	74.0
B4	B C D						45.2 6.6			14.8			66.6 0.104	73.1
B5	B C D		21.8		12.7	33.7							68.2 0.107	84.8

SHEET 3 OF 19

SHEET 3 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES											OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CW	
B6	B C D		11.5		24.5	46.3	34.9						117.2 0.183	80.3	
B7	B C D				13.5 5.6	104.3 28.6	21.6 3.7					6.4 6.4	190.1 0.297	80.4	
B8	B C D		39.4			62.4							101.8 0.159	84.6	
B9	B C D					64.8	43.2						108.0 0.169	84.7	
C1	B C D						15.6			71.8	17.9		105.3 0.165	67.5	
C2	B C D									12.1	86.2		98.3 0.154	61.0	
C3	B C D						27.1			49.0	27.5		103.6 0.162	67.3	
C4	B C D						53.2			68.8	15.2	5.9	143.1 0.224	69.9	
C5	B C D						54.9			45.7	45.0		145.6 0.227	67.6	

SHEET 4 OF 19

DATE: 18-May-92

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE		
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN	
C6	B				38.3		27.2						2.8	68.3	80.4
	C													0.107	
	D														
C7	B				15.6	5.5	22.0				0.5		56.0	99.6	82.1
	C													0.156	
	D														
C8	B		21.3		21.8	9.0	39.0				13.5			109.2	79.6
	C						4.6							0.171	
	D														
C9	B				25.5	11.4	70.0						21.1	132.0	78.6
	C				4.0									0.206	
	D														
C10	B					18.6	37.0						6.4	67.7	77.5
	C					5.7								0.106	
	D														
C11	B				2.9	11.3	20.7							79.7	81.9
	C				7.3	27.2	10.3							0.125	
	D														
C12	B					50.7	3.7							71.6	81.2
	C					17.2								0.112	
	D														
C13	B					5.3	15.2				59.4			79.9	69.8
	C													0.125	
	D														
C14	B					28.5	38.2							66.7	76.3
	C													0.104	
	D														

SHEET 5 OF 19

OVERALL VALUE	
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DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES											OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN	
C15	B C D	4.7				29.9	7.4						12.6	54.6 0.085	79.0
C16	B C D				10.6	28.1	51.8							90.5 0.141	76.9
C17	B C D				12.1	24.8	19.5							56.4 0.088	78.8
C18	B C D				1.6	106.5	20.4							128.5 0.201	79.0
C19	B C D				6.2	58.7	7.0							71.9 0.112	79.8
C20	B C D				16.6 2.9	14.8 4.2	23.0 11.0							72.5 0.113	80.2
D1	B C D					44.2	61.5							105.7 0.165	83.9
D2	B C D		24.8				6.9 95.4							127.1 0.199	83.9
D3	B C D		40.2 40.9											81.1 0.127	93.0

SHEET 6 OF 19

SHEET 6 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
D4	B C D		28.5	19.3 5			15.5 6.9						75.2 0.118	86.2
D5	B C D		77.0	4.7									81.7 0.128	91.8
E1	B C D					18.6	24.1			16.8			59.5 0.093	74.0
E2	B C D		43.6		9.5		4.6						57.7 0.090	89.4
E3	B C D		43.8		16.5	27.7	5.7						93.7 0.146	86.1
E4	B C D	33.4 11.7	34.7		18.8								98.6 0.154	79.7
E5	B C D		27.0		34.4	3.7	16.3						81.4 0.127	84.8
E6	B C D	3.0				13.9	11.9						28.8 0.045	75.8
E7	B C D	10.6	6.7 3.4		16.7 19							18.8	75.2 0.118	84.5

COTTONWOOD CREEK DBPS - TABLE 10
SCS METHOD - SUBBASIN HYDROLOGIC DATA

SHEET 7 OF 19

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
E8	B C D		32.6		20.1	4.1	22.8						79.6 0.124	84.3
E9	B C D				13.7	10.0	43.5						67.2 0.105	76.8
E10	B C D					28.8	14.8					16.3	59.9 0.094	79.8
E11	B C D		2.5			7.7	53.6						63.8 0.100	75.0
F1	B C D		18.4		9.8	59.5							87.7 0.137	83.1
G1	B C D	15.0		22.4 32.9			21.6 11.7					8.4 3.1	115.1 0.180	82.4
G2	B C D	14.1										54.6	68.7 0.107	80.9
G3	B C D	3.0					46.7 62.2					5.0	116.9 0.183	78.5
G4	B C D		20.7 17.4		19.0 3.4	3.8	8.5 11.9						84.7 0.132	87.0

SHEET 8 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES											OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN	
G5	B C D				10.1	17.1	48.3							75.5 0.118	76.5
G6	B C D				7.7	81.3								89.0 0.139	80.4
G7	B C D		13.8		2.6	93.2								109.6 0.171	81.6
G8	B C D		6.9		14.9	30.3								52.1 0.081	83.0
H1	B C D			72.9	35.0									107.9 0.169	87.0
H2	B C D			67.7										67.7 0.106	88.0
H3	B C D				3.2	87.0								90.2 0.141	80.2
H4	B C D				0.4	81.7								82.1 0.128	80.0
H5	B C D		86.3	145.6										231.9 0.362	89.5

COTTONWOOD CREEK DBPS - TABLE 10
SCS METHOD - SUBBASIN HYDROLOGIC DATA

SHEET 9 OF 19

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
H6	B C D			136.8									136.8 0.214	88.0
H7	B C D		40.0			49.9							89.9 0.140	85.3
H8	B C D		5.8			74.2							80.0 0.125	80.9
H9	B C D					104.7						5.7	110.4 0.173	80.3
H10	B C D		9.4			14.7						16.7	40.8 0.064	84.8
H11	B C D		92.2										92.2 0.144	92.0
H12	B C D		47.6			56.4							104.0 0.163	85.5
H13	B C D		46.5			35.2							81.7 0.128	86.8
H14	B C D		65.9			7.7							73.6 0.115	90.7

COTTONWOOD CREEK DBPS - TABLE 10

SHEET 10 OF 19

SCS METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
H15	B C D		31.8	21.6									53.4 0.083	90.4
H16	B C D		17.5		10.3	40.2							68.0 0.106	83.8
H17	B C D		2.8		9.3	52.9							65.0 0.102	81.2
H18	B C D				4.0	99.2						7.8	111.0 0.173	80.5
H19	B C D	19.4	2.8		37.3	9.9						5.8	75.2 0.118	79.4
H20	B C D	32.4				13.0							45.4 0.071	69.3
H21	B C D		51.7										51.7 0.081	92.0
H22	B C D		3.7	98.9									113.7 0.178	88.7
H23	B C D	21.0	4.0	7.1	36.0	10.0							67.0 0.105	78.0

COTTONWOOD CREEK DBPS - TABLE 10

SHEET 11 OF 19

SCS METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
I1	B C D	2.1		8.4		35.2	73.3 1.3					9.4	129.7 0.203	77.2
I2	B C D					37.0	27.7						64.7 0.101	77.2
I3	B C D						85.4						85.4 0.133	73.5
I4	B C D				2.8	2.0	106.4						111.2 0.174	73.9
I5	B C D	3.9	7.7	5.4	16.7	73.7	42.7					7.1	157.2 0.246	79.5
I6	B C D			175.1									175.1 0.274	88.0
I7	B C D			27.5	7.3	4.3	56.6						95.7 0.150	78.8
I8	B C D			18.5	11.5		38.2						68.2 0.107	79.4
I9	B C D						29.4						29.4 0.046	73.5

COTTONWOOD CREEK DBPS - TABLE 10
SCS METHOD - SUBBASIN HYDROLOGIC DATA

SHEET 12 OF 19

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
I10	B	31.4			21.4		10.3					31.7	109.7	77.0
	C	14.9											0.171	
	D													
J1	B		5.6		59.9		70.6						136.1	79.3
	C												0.213	
	D													
J2	B			50.3									54.2	88.4
	C												0.085	
	D			3.9										
J3	B			71.6									84.6	88.8
	C												0.132	
	D			13										
K1	B				91								108.0	85.8
	C				17								0.169	
	D													
K2	B				9.2	29.4							119.9	84.9
	C				3.2	78.1							0.187	
	D													
K3	B		10.4		10.6	23.4						14.0	62.8	84.6
	C											4.4	0.098	
	D													
K4	B	7.3	11.9			23.2							93.8	84.9
	C					9.6							0.147	
	D	9.4	16.1			16.3								
L1	B		1.1			62.0							92.7	82.2
	C												0.145	
	D					29.6								

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SHEET 13 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
L2	B C D	45.7 27.8			3.0	17.5							94.0 0.147	73.5
M1	B C D		45.1			9.9	2.6						57.6 0.090	89.1
M2	B C D		18.2		7.9	8.3	71.3					15.8	130.9 0.205	79.9
M3	B C D		18.4		29.4	26.5	17.9			9.9			102.1 0.160	81.3
M4	B C D		3.9			49.5	27.7			65.4			146.5 0.229	73.7
M5	B C D				11.3	11.4	34.8			7.6			65.1 0.102	76.0
M6	B C D				36.0		23.6			5.0			64.6 0.101	79.5
N1	B C D		71.1			27.0							98.1 0.153	88.7
N2	B C D				5.0		50.0					3.4	58.4 0.091	75.2

DATE: 18-May-92

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BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE		
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN	
N3	B	24.9			38.3	15.6	62.5						5.7	162.4	76.2
	C	15.4												0.254	
	D														
O1	B				8.5	13.3							4.8	72.0	85.5
	C				9.2	36.2								0.113	
	D														
O2	B					18.3								77.8	85.7
	C					36.5								0.122	
	D				10.8	12.2									
P1	B	2.8			2.0	26.1								77.8	83.7
	C				3.8	15.0							0.122		
	D				1.0	27.1									
P2	B						53.7							53.7	73.5
	C												0.084		
	D														
P3	B		6.1		6.1	78.9	27.1							127.7	79.9
	C				8.4							0.200			
	D				1.1										
Q1	B		5.3		25.3		32.6					1.9	65.1	79.8	
	C									0.102					
	D														
Q2	B		11.8		2.3	6.7	102.7					5.1	128.6	76.2	
	C									0.201					
	D														
Q3	B		9.0				31.6					9.4	50.0	79.0	
	C									0.078					
	D														

COTTONWOOD CREEK DBPS - TABLE 10

SHEET 15 OF 19

SCS METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
Q4	B C D		22.0		55.6		4.6						82.2 0.128	86.2
Q5	B C D						98.2						98.2 0.153	73.5
Q6	B C D		91.8 3.9		6.6 2.8		29.3						134.4 0.210	87.7
Q7	B C D	1.9	2.4		30.2 7.3		35.6 39.0						116.4 0.182	82.2
Q8	B C D		13.8		10.3		29.7						53.8 0.084	80.4
R1	B C D		34.4	54.5			25.7						114.6 0.179	85.9
R2	B C D	4.1				37.0	22.0					16.5	79.6 0.124	78.5
R3	B C D		14.0	20.8	12.6								47.4 0.074	88.4
R4	B C D	10.3	79.4	34.4									124.1 0.194	88.7

COTTONWOOD CREEK DBPS - TABLE 10

SHEET 16 OF 19

SCS METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
R5	B C D		124.4										124.4 0.194	92.0
R6	B C D	4.8 15.7	12.2		48.6 16.2	28.0						2.3	127.8 0.200	83.4
R7	B C D		64.5			5.0	35.6					0.6	105.7 0.165	85.2
S1	B C D		8.6		11.6	20.3	43.6						84.1 0.131	78.5
S2	B C D		18.8		35.8		31.2						85.8 0.134	82.4
S3	B C D		11.7		37.6		67.5						116.8 0.183	79.1
T1A	B C D		16.3		17.2		23.4						56.9 0.089	82.3
T1B	B C D		11.5				69.9						81.4 0.127	76.1
T2	B C D		5.7		1.4	13.7				74.5		6.4	101.7 0.159	72.3

COTTONWOOD CREEK DBPS - TABLE 10
SCS METHOD - SUBBASIN HYDROLOGIC DATA

SHEET 17 OF 19

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
T3	B C D					54.1				20.5			74.6 0.117	76.7
T4A	B C D		8.1			25.0 14.0				10.5 3.1			60.7 0.095	81.0
T4B	B C D		26.2			5.2				1.4 15.2			48.0 0.075	85.9
U4A	B C D		12.4			8.1	16.9			16.0			53.4 0.083	77.1
U4B	B C D		18.7			10.0				64.4 6.9			100.0 0.156	74.4
U1	B C D		11.5		5.3 3.2		62.7					4.2	86.9 0.136	77.8
U2	B C D		18.6		2.5		71.6						92.7 0.145	77.5
U3	B C D		43.7			17.6	4.8						66.1 0.103	87.5
V1	B C D		2.5 16.1		16.5		51.6						146.6 0.229	82.8
					2.4		57.5							

COTTONWOOD CREEK DBPS - TABLE 10

SHEET 18 OF 19

SCS METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
V2	B		4.1		9.9		0.6						90.6	92.8
	C		76.0										0.142	
	D													
W1	B		43.9	12.7			68.9						134.0	82.2
	C												0.209	
	D			8.5										
W2	B			74.8									79.7	88.3
	C												0.125	
	D			4.9										
W3	B		25.5	6.2									67.3	92.7
	C		34.7	0.5									0.105	
	D			0.4										
X1A	B	29.5	1.1										30.6	66.0
	C												0.048	
	D													
X1B	B	69.7	0.6										79.7	67.7
	C												0.125	
	D	4.8	2.3						2.3					
X2	B	5.2	45.8	43.3									94.3	88.7
	C												0.147	
	D													
X3	B	2	27.2	48.3			16.2						118.8	86.9
	C												0.186	
	D	0.8		15.1			0.6	4.2	4.4					
X4	B		20.9				16.1	24.7	3.4				117.3	81.8
	C												0.183	
	D	0.4	0.2				38.2	11.8	1.6					

COTTONWOOD CREEK DBPS - TABLE 10
SCS METHOD - SUBBASIN HYDROLOGIC DATA

SHEET 19 OF 19

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUE	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	CN
X5	B		18.6				11.7	3.2					78.9	85.2
	C												0.123	
	D		0.6				35.2	9.6						
Y1	B	21.1		1.1			57.4						79.6	71.4
	C												0.124	
	D													
Y2	B		82.9				0.8						97.3	91.9
	C		0.3										0.152	
	D		6.7	3.4			3.2							
TOTAL		524.2	2433.7	1337.5	1388.4	3085.4	3537.4	53.5	11.7	880.3	1626.8	396.1	15,275	79.1

**COTTONWOOD CREEK
DRAINAGE BASIN PLANNING STUDY
APPENDIX B
AUGUST 24, 1992
TABLE 11
RATIONAL METHOD - SUBBASIN
HYDROLOGIC DATA**

SHEET 1 OF 19

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES											OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C	
A1	B										120.6		120.6	0.20	
	C												0.188		
	D														
A2	B										134.2		134.2	0.20	
	C												0.210		
	D														
A3	B										103.9		103.9	0.20	
	C												0.162		
	D														
A4	B										162.4		162.4	0.20	
	C												0.254		
	D														
A5	B										134.2		134.2	0.20	
	C												0.210		
	D														
A6	B										90.0		90.0	0.20	
	C												0.141		
	D														
A7	B										87.4		87.4	0.20	
	C												0.137		
	D														
A8	B										153.3		153.3	0.20	
	C												0.240		
	D														
A9	B										126.0		126.0	0.20	
	C												0.197		
	D														

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
A10	B C D										108.2		108.2 0.169	0.20
A11	B C D										76.1		76.1 0.119	0.20
A12	B C D									76.2			76.2 0.119	0.40
A13	B C D										102.9		102.9 0.161	0.20
B1	B C D									93.2	29.4		122.6 0.192	0.35
B2	B C D		22.5		8					38.1			68.6 0.107	0.59
B3	B C D				13.5		59.7			20.0			93.2 0.146	0.55
B4	B C D						45.2 6.6			14.8			66.6 0.104	0.54
B5	B C D		21.8		12.7	33.7							68.2 0.107	0.72

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 3 OF 19

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
B6	B C D		11.5		24.5	46.3	34.9						117.2 0.183	0.64
B7	B C D				13.5 5.6	104.3 28.6	21.6 3.7				6.4	6.4	190.1 0.297	0.63
B8	B C D		39.4			62.4							101.8 0.159	0.73
B9	B C D					64.8	43.2						108.0 0.169	0.70
C1	B C D						15.6			71.8	17.9		105.3 0.165	0.39
C2	B C D									12.1	86.2		98.3 0.154	0.22
C3	B C D						27.1			49.0	27.5		103.6 0.162	0.39
C4	B C D						53.2			68.8	15.2	5.9	143.1 0.224	0.45
C5	B C D						54.9			45.7	45.0		145.6 0.227	0.40

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 4 OF 19

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
C6	B C D				38.3		27.2					2.8	68.3 0.107	0.62
C7	B C D				15.6	5.5	22.0			0.5		56.0	99.6 0.156	0.63
C8	B C D		21.3		21.8	9.0	39.0 4.6			13.5			109.2 0.171	0.64
C9	B C D				25.5 4.0	11.4	70.0					21.1	132.0 0.206	0.61
C10	B C D					18.6 5.7	37.0					6.4	67.7 0.106	0.61
C11	B C D				2.9 7.3	11.3 27.2	20.7 10.3						79.7 0.125	0.66
C12	B C D					50.7 17.2	3.7						71.6 0.112	0.65
C13	B C D					5.3	15.2			59.4			79.9 0.125	0.45
C14	B C D					28.5	38.2						66.7 0.104	0.60

COTTONWOOD CREEK DBPS - TABLE 11													SHEET 5 OF 19		
RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA															
DATE: 18-May-92															
BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES											OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C	
C15	B C D	4.7				29.9	7.4						12.6	54.6 0.085	0.62
C16	B C D				10.6	28.1	51.8							90.5 0.141	0.60
C17	B C D				12.1	24.8	19.5							56.4 0.088	0.61
C18	B C D				1.6	106.5	20.4							128.5 0.201	0.62
C19	B C D				6.2	58.7	7.0							71.9 0.112	0.62
C20	B C D				16.6 2.9	14.8 4.2	23.0 11.0							72.5 0.113	0.63
D1	B C D					44.2	61.5							105.7 0.165	0.68
D2	B C D			24.8			6.9 95.4							127.1 0.199	0.69
D3	B C D			40.2 40.9										81.1 0.127	0.90

SHEET 5 OF 19

SHEET 6 OF 19

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES											OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C	
D4	B C D		28.5	19.3 5			15.5 6.9							75.2 0.118	0.81
D5	B C D		77.0	4.7										81.7 0.128	0.90
E1	B C D					18.6	24.1				16.8			59.5 0.093	0.54
E2	B C D		43.6		9.5		4.6							57.7 0.090	0.83
E3	B C D		43.8		16.5	27.7	5.7							93.7 0.146	0.75
E4	B C D	33.4 11.7	34.7		18.8									98.6 0.154	0.70
E5	B C D		27.0		34.4	3.7	16.3							81.4 0.127	0.72
E6	B C D	3.0				13.9	11.9							28.8 0.045	0.60
E7	B C D	10.6	6.7 3.4		16.7 19								18.8	75.2 0.118	0.69

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 7 OF 19

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
E8	B C D		32.6		20.1	4.1	22.8						79.6 0.124	0.73
E9	B C D				13.7	10.0	43.5						67.2 0.105	0.60
E10	B C D					28.8	14.8					16.3	59.9 0.094	0.62
E11	B C D		2.5			7.7	53.6						63.8 0.100	0.59
F1	B C D		18.4		9.8	59.5							87.7 0.137	0.69
G1	B C D	15.0		22.4 32.9			21.6 11.7					8.4 3.1	115.1 0.180	0.75
G2	B C D	14.1										54.6	68.7 0.107	0.63
G3	B C D	3.0					46.7 62.2					5.0	116.9 0.183	0.62
G4	B C D		20.7 17.4		19.0 3.4	3.8	8.5 11.9						84.7 0.132	0.76

COTTONWOOD CREEK DBPS - TABLE 11
RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA
DATE: 18-May-92

SHEET 8 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
G5	B C D				10.1	17.1	48.3						75.5 0.118	0.60
G6	B C D				7.7	81.3							89.0 0.139	0.63
G7	B C D		13.8		2.6	93.2							109.6 0.171	0.66
G8	B C D		6.9		14.9	30.3							52.1 0.081	0.67
H1	B C D			72.9	35.0								107.9 0.169	0.82
H2	B C D			67.7									67.7 0.106	0.90
H3	B C D				3.2	87.0							90.2 0.141	0.63
H4	B C D				0.4	81.7							82.1 0.128	0.63
H5	B C D		86.3	145.6									231.9 0.362	0.90

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 9 OF 19

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
H6	B C D			136.8									136.8 0.214	0.90
H7	B C D		40.0			49.9							89.9 0.140	0.75
H8	B C D		5.8			74.2							80.0 0.125	0.64
H9	B C D					104.7						5.7	110.4 0.173	0.63
H10	B C D		9.4			14.7						16.7	40.8 0.064	0.70
H11	B C D		92.2										92.2 0.144	0.90
H12	B C D		47.6			56.4							104.0 0.163	0.75
H13	B C D		46.5			35.2							81.7 0.128	0.78
H14	B C D		65.9			7.7							73.6 0.115	0.87

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 10 OF 19

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
H15	B C D		31.8	21.6									53.4 0.083	0.90
H16	B C D		17.5		10.3	40.2							68.0 0.106	0.70
H17	B C D		2.8		9.3	52.9							65.0 0.102	0.64
H18	B C D				4.0	99.2						7.8	111.0 0.173	0.63
H19	B C D	19.4	2.8		37.3	9.9						5.8	75.2 0.118	0.63
H20	B C D	32.4				13.0							45.4 0.071	0.57
H21	B C D		51.7										51.7 0.081	0.90
H22	B C D		3.7 4.0	98.9 7.1									113.7 0.178	0.90
H23	B C D	21.0			36.0	10.0							67.0 0.105	0.61

COTTONWOOD CREEK DBPS - TABLE 11
RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA
DATE: 18-May-92

SHEET 11 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
I1	B C D	2.1		8.4		35.2	73.3 1.3					9.4	129.7 0.203	0.62
I2	B C D					37.0	27.7						64.7 0.101	0.60
I3	B C D						85.4						85.4 0.133	0.58
I4	B C D				2.8	2.0	106.4						111.2 0.174	0.58
I5	B C D	3.9	7.7	5.4	16.7	73.7	42.7					7.1	157.2 0.246	0.64
I6	B C D			175.1									175.1 0.274	0.90
I7	B C D			27.5	7.3	4.3	56.6						95.7 0.150	0.68
I8	B C D			18.5	11.5		38.2						68.2 0.107	0.68
I9	B C D						29.4						29.4 0.046	0.58

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 12 OF 19

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
I10	B	31.4			21.4		10.3					31.7	109.7	0.61
	C	14.9											0.171	
	D													
J1	B		5.6		59.9		70.6						136.1	0.62
	C												0.213	
	D													
J2	B			50.3									54.2	0.90
	C												0.085	
	D			3.9										
J3	B			71.6									84.6	0.90
	C												0.132	
	D			13										
K1	B				91								108.0	0.67
	C				17								0.169	
	D													
K2	B				9.2	29.4							119.9	0.70
	C				3.2	78.1							0.187	
	D													
K3	B		10.4		10.6	23.4						14.0	62.8	0.69
	C											4.4	0.098	
	D													
K4	B	7.3	11.9			23.2							93.8	0.73
	C					9.6							0.147	
	D	9.4	16.1			16.3								
L1	B		1.1			62.0							92.7	0.66
	C												0.145	
	D					29.6								

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA
DATE: 18 May 63

DATE: 18-May-92

[illegible]

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 14 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
N3	B C D	24.9 15.4			38.3	15.6	62.5					5.7	162.4 0.254	0.60
O1	B C D				8.5 9.2	13.3 36.2						4.8	72.0 0.113	0.70
O2	B C D					18.3 36.5 10.8 12.2							77.8 0.122	0.70
P1	B C D	2.8			2.0 3.8 1.0	26.1 15.0 27.1							77.8 0.122	0.68
P2	B C D						53.7						53.7 0.084	0.58
P3	B C D		6.1		6.1	78.9 8.4 1.1	27.1						127.7 0.200	0.64
Q1	B C D		5.3		25.3		32.6					1.9	65.1 0.102	0.63
Q2	B C D		11.8		2.3	6.7	102.7					5.1	128.6 0.201	0.61
Q3	B C D		9.0				31.6					9.4	50.0 0.078	0.65

SHEET 15 OF 19

DATE: 18-May-92

DATE: 10 May 92														
BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
Q4	B C D		22.0		55.6		4.6						82.2 0.128	0.71
Q5	B C D						98.2						98.2 0.153	0.58
Q6	B C D		91.8 3.9		6.6 2.8		29.3						134.4 0.210	0.81
Q7	B C D	1.9	2.4		30.2 7.3		35.6 39.0						116.4 0.182	0.64
Q8	B C D		13.8		10.3		29.7						53.8 0.084	0.67
R1	B C D		34.4	54.5			25.7						114.6 0.179	0.83
R2	B C D	4.1				37.0	22.0					16.5	79.6 0.124	0.61
R3	B C D		14.0	20.8	12.6								47.4 0.074	0.83
R4	B C D	10.3	79.4	34.4									124.1 0.194	0.87

SHEET 16 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES		
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C	
R5	B C D		124.4											124.4 0.194	0.90
R6	B C D	4.8 15.7	12.2		48.6 16.2	28.0							2.3	127.8 0.200	0.67
R7	B C D		64.5			5.0	35.6						0.6	105.7 0.165	0.78
S1	B C D		8.6		11.6	20.3	43.6							84.1 0.131	0.63
S2	B C D		18.8		35.8		31.2							85.8 0.134	0.68
S3	B C D		11.7		37.6		67.5							116.8 0.183	0.63
T1A	B C D		16.3		17.2		23.4							56.9 0.089	0.69
T1B	B C D		11.5				69.9							81.4 0.127	0.62
T2	B C D		5.7		1.4	13.7					74.5		6.4	101.7 0.159	0.48

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 17 OF 19

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
T3	B					54.1				20.5			74.6	0.56
	C												0.117	
	D													
T4A	B		8.1			25.0				10.5			60.7	0.64
	C					14.0				3.1			0.095	
	D													
T4B	B		26.2			5.2				1.4			48.0	0.73
	C									15.2			0.075	
	D													
U4A	B		12.4			8.1	16.9			16.0			53.4	0.61
	C												0.083	
	D													
U4B	B		18.7			10.0				64.4			100.0	0.52
	C									6.9			0.156	
	D													
U1	B		11.5		5.3		62.7					4.2	86.9	0.63
	C				3.2								0.136	
	D													
U2	B		18.6		2.5		71.6						92.7	0.64
	C												0.145	
	D													
U3	B		43.7			17.6	4.8						66.1	0.80
	C												0.103	
	D													
V1	B		2.5		16.5		51.6						146.6	0.66
	C		16.1										0.229	
	D				2.4		57.5							

COTTONWOOD CREEK DBPS - TABLE 11
RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA
DATE: 18-May-92

SHEET 18 OF 19

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES											OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C	
V2	B		4.1		9.9		0.6							90.6	0.87
	C		76.0											0.142	
	D														
W1	B		43.9	12.7			68.9							134.0	0.73
	C			8.5										0.209	
	D														
W2	B			74.8										79.7	0.90
	C													0.125	
	D			4.9											
W3	B		25.5	6.2										67.3	0.90
	C		34.7	0.5										0.105	
	D			0.4											
X1A	B	29.5	1.1											30.6	0.56
	C													0.048	
	D														
X1B	B	69.7	0.6											79.7	0.57
	C													0.125	
	D	4.8	2.3												
X2	B	5.2	45.8	43.3						2.3				94.3	0.88
	C													0.147	
	D														
X3	B	2	27.2	48.3			16.2							118.8	0.82
	C													0.186	
	D	0.8		15.1			0.6	4.2	4.4						
X4	B		20.9				16.1	24.7	3.4					117.3	0.64
	C													0.183	
	D	0.4	0.2				38.2	11.8	1.6						

COTTONWOOD CREEK DBPS - TABLE 11

SHEET 19 OF 19

RATIONAL METHOD - SUBBASIN HYDROLOGIC DATA

DATE: 18-May-92

BASIN	HYDROLOGIC SOIL TYPE	PARKS	AVERAGE LAND USE TYPE AND AREA IN ACRES										OVERALL VALUES	
			COMMER OR BUSIN	INDUST	RESID 1/8 AC	RESID 1/6 AC	RESID 1/4 AC	RESID 1/3 AC	RESID 1/2 AC	RESID 1 AC	RESID 5 AC	SCHOOL /CHUR	AREA AC/SM	C
X5	B		18.6				11.7	3.2					78.9	0.68
	C												0.123	
	D		0.6				35.2	9.6						
Y1	B	21.1		1.1			57.4						79.6	0.57
	C												0.124	
	D													
Y2	B		82.9				0.8						97.3	0.89
	C		0.3										0.152	
	D		6.7	3.4			3.2							
TOTAL		524.2	2433.7	1337.5	1388.4	3085.4	3537.4	53.5	11.7	880.3	1626.8	396.1	15,275	0.63

**COTTONWOOD CREEK
DRAINAGE BASIN PLANNING STUDY
APPENDIX B
AUGUST 24, 1992
TABLE 12
SUBBASIN TIME OF CONCENTRATION DATA**

COTTONWOOD CREEK DBPS - TABLE 12
SUBBASIN TIME OF CONCENTRATION DATA
DATE 18-May-92

SHEET 1 OF 6

BASIN	"C"	OVERLAND			STREET			PIPE			CHANNEL			ADDED TIMES	USING OVERALL Tc		ACTUAL Tc PICKED	
		S(%)	L(FT)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	T(MIN)	TOTAL L(MI)	TOTAL T(MIN)	USE T(MIN)	LAG (HR)
A1	0.25	5.0	750	25.0	600	3.0	3.3		7.0	0.0	3800	5.0	12.7	41.0	0.98	17.8	41.0	0.41
A2	0.25	5.0	500	22.0	600	3.0	3.3		7.0	0.0	3100	5.0	10.3	35.7	0.80	15.3	35.7	0.36
A3	0.25	5.0	500	22.0	600	3.0	3.3		7.0	0.0	3500	5.0	11.7	37.0	0.87	16.4	37.0	0.37
A4	0.25	8.0	500	18.0	600	3.0	3.3		7.0	0.0	3100	5.0	10.3	31.7	0.80	12.7	31.7	0.32
A5	0.25	6.0	500	20.0	600	3.0	3.3		7.0	0.0	3600	5.0	12.0	35.3	0.89	15.5	35.3	0.35
A6	0.25	7.0	500	19.0	600	3.0	3.3		7.0	0.0	3500	5.0	11.7	34.0	0.87	14.4	34.0	0.34
A7	0.25	5.0	500	22.0	600	3.0	3.3		7.0	0.0	3100	5.0	10.3	35.7	0.80	15.3	35.7	0.36
A8	0.25	4.0	500	24.0	600	3.0	3.3		7.0	0.0	3500	5.0	11.7	39.0	0.87	17.8	39.0	0.39
A9	0.25	7.0	500	19.0	600	3.0	3.3		7.0	0.0	3200	5.0	10.7	33.0	0.81	13.6	33.0	0.33
A10	0.25	6.0	500	20.0	600	3.0	3.3		7.0	0.0	4000	5.0	13.3	36.7	0.97	16.5	36.7	0.37
A11	0.25	8.0	500	18.0	600	3.0	3.3		7.0	0.0	2300	5.0	7.7	29.0	0.64	10.8	29.0	0.29
A12	0.25	8.0	500	18.0	600	3.0	3.3		7.0	0.0	2300	5.0	7.7	29.0	0.64	10.8	29.0	0.29
A13	0.25	4.0	500	24.0	600	3.0	3.3		7.0	0.0	2600	5.0	8.7	36.0	0.70	15.1	36.0	0.36
B1	0.25	8.0	500	18.0	600	3.0	3.3		7.0	0.0	2800	5.0	9.3	30.7	0.74	12.0	30.7	0.31
B2	0.25	8.0	500	18.0	600	3.0	3.3		7.0	0.0	2700	7.5	6.0	27.3	0.72	11.8	27.3	0.27
B3	0.25	5.0	300	16.0	600	3.0	3.3		7.0	0.0	2800	7.5	6.2	25.6	0.70	13.8	25.6	0.26
B4	0.25	5.0	300	16.0	600	3.0	3.3		7.0	0.0	5000	10.0	8.3	27.7	1.12	19.8	27.7	0.28
B5	0.90	5.0	100	10.0	600	3.0	3.3	750	7.0	1.8	2300	10.0	3.8	19.0	0.71	14.0	19.0	0.19
B6	0.55	4.0	100	10.0	600	3.0	3.3	1650	7.0	3.9	2000	10.0	3.3	20.6	0.82	17.1	20.6	0.21
B7	0.55	3.0	100	10.0	600	3.0	3.3	8550	7.0	20.4		10.0	0.0	33.7	1.75	34.1	34.1	0.34
B8	0.55	3.0	100	10.0	600	3.0	3.3	6000	7.0	14.3		10.0	0.0	27.6	1.27	26.6	27.6	0.28
B9	0.60	3.0	100	10.0	600	3.0	3.3	3000	7.0	7.1	7000	10.0	11.7	32.1	2.03	38.2	38.2	0.38
C1	0.25	7.0	500	19.0	600	3.0	3.3		7.0	0.0	3500	10.0	5.8	28.2	0.87	14.4	28.2	0.28
C2	0.25	7.0	500	19.0	600	3.0	3.3		7.0	0.0	2400	10.0	4.0	26.3	0.66	11.6	26.3	0.26
C3	0.25	7.0	500	19.0	600	3.0	3.3		7.0	0.0	4300	10.0	7.2	29.5	1.02	16.3	29.5	0.30
C4	0.25	7.0	500	19.0	600	3.0	3.3		7.0	0.0	5000	10.0	8.3	30.7	1.16	17.9	30.7	0.31
C5	0.25	4.0	500	24.0	600	3.0	3.3	6000	7.0	14.3	700	10.0	1.2	42.8	1.48	26.8	42.8	0.43
C6	0.50	3.0	100	10.0	600	3.0	3.3	3600	7.0	8.6	2000	10.0	3.3	25.2	1.19	25.4	25.4	0.25
C7	0.50	5.0	100	10.0	600	3.0	3.3	4500	7.0	10.7	3000	10.0	5.0	29.0	1.55	25.5	29.0	0.29

COTTONWOOD CREEK DBPS - TABLE 12
SUBBASIN TIME OF CONCENTRATION DATA
DATE 18-May-92

SHEET 2 OF 6

BASIN	"C"	OVERLAND			STREET			PIPE			CHANNEL			ADDED TIMES	USING OVERALL Tc		ACTUAL Tc PICKED	
		S(%)	L(FT)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	TOTAL T(MIN)	TOTAL L(MI)	TOTAL T(MIN)	USE T(MIN)	LAG (HR)
C8	0.50	5.0	100	10.0	600	3.0	3.3	3600	7.0	8.6	5000	10.0	8.3	30.2	1.76	28.1	30.2	0.30
C9	0.50	3.0	100	10.0	600	3.0	3.3	5250	7.0	12.5	4300	10.0	7.2	33.0	1.94	36.9	36.9	0.37
C10	0.25	3.0	200	16.0	600	3.0	3.3	6000	7.0	14.3	1500	10.0	2.5	36.1	1.57	31.4	36.1	0.36
C11	0.55	3.0	100	10.0	600	3.0	3.3	4500	7.0	10.7	5000	10.0	8.3	32.4	1.93	36.8	36.8	0.37
C12	0.55	3.0	100	10.0	600	3.0	3.3	1500	7.0	3.6	4500	10.0	7.5	24.4	1.27	26.6	26.6	0.27
C13	0.25	10.0	500	17.0	600	3.0	3.3		7.0	0.0	3100	10.0	5.2	25.5	0.80	11.7	25.5	0.26
C14	0.35	6.0	300	13.0	600	3.0	3.3	1500	7.0	3.6	1900	10.0	3.2	23.1	0.81	14.5	23.1	0.23
C15	0.55	3.0	100	10.0	600	3.0	3.3	4500	7.0	10.7		10.0	0.0	24.0	0.98	21.9	24.0	0.24
C16	0.55	3.0	100	10.0	600	3.0	3.3	6000	7.0	14.3		10.0	0.0	27.6	1.27	26.6	27.6	0.28
C17	0.50	3.0	200	12.0	600	3.0	3.3	4500	7.0	10.7	3000	10.0	5.0	31.0	1.57	31.4	31.4	0.31
C18	0.50	3.0	200	12.0	600	3.0	3.3	4500	7.0	10.7	3500	10.0	5.8	31.9	1.67	32.8	32.8	0.33
C19	0.50	3.0	200	12.0	600	3.0	3.3	9000	7.0	21.4		10.0	0.0	36.8	1.86	35.7	36.8	0.37
C20	0.55	3.0	100	10.0	600	3.0	3.3	8250	7.0	19.6		10.0	0.0	33.0	1.70	33.3	33.3	0.33
D1	0.50	2.0	200	13.0	600	3.0	3.3	3000	7.0	7.1	1000	10.0	1.7	25.1	0.91	24.1	25.1	0.25
D2	0.50	2.0	200	13.0	600	3.0	3.3	1500	7.0	3.6	2500	10.0	4.2	24.1	0.91	24.1	24.1	0.24
D3	0.90	2.0	100	10.0	600	3.0	3.3		7.0	0.0	5000	10.0	8.3	21.7	1.08	27.5	27.5	0.27
D4	0.60	5.0	200	10.0	600	3.0	3.3	3000	7.0	7.1		10.0	0.0	20.5	0.72	14.1	20.5	0.20
D5	0.90	2.0	100	10.0	600	3.0	3.3	4050	7.0	9.6	3200	10.0	5.3	28.3	1.51	35.5	35.5	0.35
E1	0.25	10.0	500	16.0	600	3.0	3.3	5700	7.0	13.6		10.0	0.0	32.9	1.29	16.9	32.9	0.33
E2	0.55	10.0	100	10.0	600	3.0	3.3	3300	7.0	7.9	1600	10.0	2.7	23.9	1.06	14.6	23.9	0.24
E3	0.50	8.0	200	10.0	600	3.0	3.3	4500	7.0	10.7	1000	10.0	1.7	25.7	1.19	17.4	25.7	0.26
E4	0.35	3.0	500	23.0	600	3.0	3.3	5700	7.0	13.6		10.0	0.0	39.9	1.29	26.9	39.9	0.40
E5	0.90	3.0	100	10.0	600	3.0	3.3	6000	7.0	14.3		10.0	0.0	27.6	1.27	26.6	27.6	0.28
E6	0.55	4.0	100	10.0	600	3.0	3.3	3375	7.0	8.0		10.0	0.0	21.4	0.77	16.2	21.4	0.21
E7	0.35	8.0	500	12.0	600	3.0	3.3	2850	7.0	6.8	1200	10.0	2.0	24.1	0.98	14.9	24.1	0.24
E8	0.50	3.0	200	11.0	600	3.0	3.3	5700	7.0	13.6		10.0	0.0	27.9	1.23	26.0	27.9	0.28
E9	0.90	3.0	100	10.0	600	3.0	3.3	3750	7.0	8.9	2100	10.0	3.5	25.8	1.24	26.1	26.1	0.26
E10	0.55	3.0	100	10.0	1600	3.0	8.9	1650	7.0	3.9	2300	10.0	3.8	26.7	1.07	23.3	26.7	0.27
E11	0.59	3.0	100	10.0	1600	3.0	8.9	1200	7.0	2.9	2300	10.0	3.8	25.6	0.98	21.9	25.6	0.26

COTTONWOOD CREEK DBPS - TABLE 12
SUBBASIN TIME OF CONCENTRATION DATA
DATE 18-May-92
SHEET 3 OF 6

BASIN	"C"	OVERLAND			STREET			PIPE			CHANNEL			ADDED TIMES	USING OVERALL Tc		ACTUAL Tc PICKED	
		S(%)	L(FT)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	TOTAL T(MIN)	TOTAL L(MI)	TOTAL T(MIN)	USE T(MIN)	LAG (HR)
F1	0.55	2.0	100	10.0	600	3.0	3.3	4500	7.0	10.7	2600	10.0	4.3	28.4	1.48	35.0	35.0	0.35
G1	0.35	8.0	500	12.0	600	3.0	3.3	4500	7.0	10.7		10.0	0.0	26.0	1.06	15.9	26.0	0.26
G2	0.35	8.0	500	12.0	600	3.0	3.3	5100	7.0	12.1		10.0	0.0	27.5	1.17	17.2	27.5	0.27
G3	0.90	5.0	100	10.0	1500	3.0	8.3	1425	7.0	3.4	1000	10.0	1.7	23.4	0.76	14.8	23.4	0.23
G4	0.60	3.0	200	10.0	900	3.0	5.0	3300	7.0	7.9		10.0	0.0	22.9	0.83	19.2	22.9	0.23
G5	0.60	3.0	200	10.0	600	3.0	3.3	1650	7.0	3.9	1750	10.0	2.9	20.2	0.80	18.6	20.2	0.20
G6	0.55	3.0	100	10.0	1650	3.0	9.2	3375	7.0	8.0	1450	10.0	2.4	29.6	1.25	26.2	29.6	0.30
G7	0.55	2.0	100	10.0	600	3.0	3.3	4500	7.0	10.7	700	10.0	1.2	25.2	1.12	28.2	28.2	0.28
G8	0.55	3.0	100	10.0	1050	3.0	5.8	750	7.0	1.8	950	10.0	1.6	19.2	0.54	13.8	19.2	0.19
H1	0.80	3.0	100	10.0	600	3.0	3.3	3000	7.0	7.1		10.0	0.0	20.5	0.70	16.8	20.5	0.20
H2	0.80	3.0	100	10.0	600	3.0	3.3	4200	7.0	10.0		10.0	0.0	23.3	0.93	20.9	23.3	0.23
H3	0.55	2.0	100	10.0	600	3.0	3.3	6450	7.0	15.4		10.0	0.0	28.7	1.35	32.7	32.7	0.33
H4	0.55	2.0	100	10.0	1400	3.0	7.8	1650	7.0	3.9		10.0	0.0	21.7	0.60	17.4	21.7	0.22
H5	0.80	2.0	100	10.0	600	3.0	3.3	1800	7.0	4.3	3100	10.0	5.2	22.8	1.06	27.1	27.1	0.27
H6	0.80	2.0	100	10.0	600	3.0	3.3	6000	7.0	14.3		10.0	0.0	27.6	1.27	31.1	31.1	0.31
H7	0.90	3.0	100	10.0	600	3.0	3.3	2850	7.0	6.8	1500	10.0	2.5	22.6	0.96	21.4	22.6	0.23
H8	0.55	5.0	100	10.0	600	3.0	3.3	3375	7.0	8.0	1000	10.0	1.7	23.0	0.96	17.6	23.0	0.23
H9	0.55	5.0	100	10.0	600	3.0	3.3	4500	7.0	10.7		10.0	0.0	24.0	0.98	18.0	24.0	0.24
H10	0.55	5.0	100	10.0	600	3.0	3.3	1800	7.0	4.3	850	10.0	1.4	19.0	0.63	12.8	19.0	0.19
H11	0.90	5.0	100	10.0	600	3.0	3.3	4500	7.0	10.7		10.0	0.0	24.0	0.98	18.0	24.0	0.24
H12	0.90	5.0	100	10.0	600	3.0	3.3	4500	7.0	10.7		10.0	0.0	24.0	0.98	18.0	24.0	0.24
H13	0.90	5.0	100	10.0	600	3.0	3.3	4500	7.0	10.7	600	10.0	1.0	25.0	1.10	19.6	25.0	0.25
H14	0.90	3.0	100	10.0	600	3.0	3.3	3000	7.0	7.1	1200	10.0	2.0	22.5	0.93	20.9	22.5	0.22
H15	0.80	3.0	100	10.0	600	3.0	3.3	6300	7.0	15.0		10.0	0.0	28.3	1.33	27.5	28.3	0.28
H16	0.55	3.0	100	10.0	600	3.0	3.3	3600	7.0	8.6		10.0	0.0	21.9	0.81	18.9	21.9	0.22
H17	0.55	3.0	100	10.0	600	3.0	3.3	2850	7.0	6.8		10.0	0.0	20.1	0.67	16.3	20.1	0.20
H18	0.55	3.0	100	10.0	600	3.0	3.3	900	7.0	2.1	2900	10.0	4.8	20.3	0.85	19.6	20.3	0.20
H19	0.55	3.0	100	10.0	600	3.0	3.3	3000	7.0	7.1	1900	10.0	3.2	23.6	1.06	23.2	23.6	0.24
H20	0.55	3.0	100	10.0	600	3.0	3.3	900	7.0	2.1	1800	10.0	3.0	18.5	0.64	15.8	18.5	0.18

COTTONWOOD CREEK DBPS - TABLE 12

SUBBASIN TIME OF CONCENTRATION DATA

DATE 18-May-92

SHEET 4 OF 6

BASIN	"C"	OVERLAND			STREET			PIPE			CHANNEL			ADDED TIMES	USING OVERALL Tc		ACTUAL Tc PICKED	
		S(%)	L(FT)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	TOTAL T(MIN)	TOTAL L(MI)	TOTAL T(MIN)	USE T(MIN)	LAG (HR)
H21	0.90	5.0	100	10.0	600	3.0	3.3	4650	7.0	11.1		10.0	0.0	24.4	1.01	18.4	24.4	0.24
H22	0.80	5.0	100	10.0	600	3.0	3.3	900	7.0	2.1	4600	10.0	7.7	23.1	1.17	20.6	23.1	0.23
H23	0.55	3.0	100	10.0	600	3.0	3.3	900	7.0	2.1	1800	10.0	3.0	18.5	0.64	15.8	18.5	0.18
I1	0.80	5.0	100	10.0	600	3.0	3.3	6150	7.0	14.6		10.0	0.0	28.0	1.30	22.2	28.0	0.28
I2	0.50	5.0	200	10.0	3200	3.0	17.8	450	7.0	1.1		10.0	0.0	28.8	0.73	14.3	28.8	0.29
I3	0.50	4.0	200	10.0	2400	3.0	13.3	600	7.0	1.4		10.0	0.0	24.8	0.61	13.5	24.8	0.25
I4	0.50	5.0	200	10.0	3000	3.0	16.7	3600	7.0	8.6		10.0	0.0	35.2	1.29	22.1	35.2	0.35
I5	0.50	5.0	200	10.0	3450	3.0	19.2	1800	7.0	4.3	1200	10.0	2.0	35.5	1.26	21.7	35.5	0.35
I6	0.70	5.0	100	10.0	600	3.0	3.3	7800	7.0	18.6		10.0	0.0	31.9	1.61	26.3	31.9	0.32
I7	0.50	7.0	200	10.0	1200	3.0	6.7		7.0	0.0	2400	10.0	4.0	20.7	0.72	12.4	20.7	0.21
I8	0.70	5.0	100	10.0	2400	3.0	13.3		7.0	0.0		10.0	0.0	23.3	0.47	10.2	23.3	0.23
I9	0.50	4.0	200	10.0	2000	3.0	11.1		7.0	0.0		10.0	0.0	21.1	0.42	10.1	21.1	0.21
I10	0.90	5.0	100	10.0	600	3.0	3.3	2250	7.0	5.4	1500	10.0	2.5	21.2	0.84	15.9	21.2	0.21
J1	0.55	7.0	100	10.0	2400	3.0	13.3	3600	7.0	8.6		10.0	0.0	31.9	1.16	17.9	31.9	0.32
J2	0.80	5.0	100	10.0	1900	3.0	10.6	4350	7.0	10.4		10.0	0.0	30.9	1.20	21.0	30.9	0.31
J3	0.80	5.0	100	10.0	600	3.0	3.3		7.0	0.0	5300	10.0	8.8	22.2	1.14	20.1	22.2	0.22
K1	0.55	5.0	100	10.0	600	3.0	3.3	6450	7.0	15.4		10.0	0.0	28.7	1.35	23.0	28.7	0.29
K2	0.55	5.0	100	10.0	600	3.0	3.3	900	7.0	2.1	3700	10.0	6.2	21.6	1.00	18.2	21.6	0.22
K3	0.55	4.0	100	10.0	1200	3.0	6.7	1800	7.0	4.3		10.0	0.0	21.0	0.59	13.2	21.0	0.21
K4	0.90	3.0	100	10.0	600	3.0	3.3	3600	7.0	8.6	3000	10.0	5.0	26.9	1.38	28.4	28.4	0.28
L1	0.55	5.0	100	10.0	600	3.0	3.3	2700	7.0	6.4	1900	10.0	3.2	22.9	1.00	18.2	22.9	0.23
L2	0.35	2.5	500	24.0	600	3.0	3.3		7.0	0.0	3300	10.0	5.5	32.8	0.83	20.6	32.8	0.33
M1	0.90	2.0	100	10.0	1600	3.0	8.9	900	7.0	2.1		10.0	0.0	21.0	0.49	15.0	21.0	0.21
M2	0.90	2.0	100	10.0	900	3.0	5.0	3600	7.0	8.6		10.0	0.0	23.6	0.87	23.3	23.6	0.24
M3	0.50	3.0	200	10.0	1800	3.0	10.0	2850	7.0	6.8		10.0	0.0	26.8	0.92	20.7	26.8	0.27
M4	0.35	10.0	300	10.0	600	3.0	3.3	4800	7.0	11.4		10.0	0.0	24.8	1.08	14.8	24.8	0.25
M5	0.50	3.0	200	10.0	1800	3.0	10.0	900	7.0	2.1		10.0	0.0	22.1	0.55	14.0	22.1	0.22
M6	0.50	3.0	200	10.0	600	3.0	3.3	3600	7.0	8.6		10.0	0.0	21.9	0.83	19.2	21.9	0.22
N1	0.90	3.0	100	10.0	900	3.0	5.0	4650	7.0	11.1		10.0	0.0	26.1	1.07	23.3	26.1	0.26

COTTONWOOD CREEK DBPS - TABLE 12

SHEET 5 OF 6

SUBBASIN TIME OF CONCENTRATION DATA

DATE 18-May-92

BASIN	"C"	OVERLAND			STREET			PIPE			CHANNEL			ADDED TIMES	USING OVERALL Tc		ACTUAL Tc PICKED	
		S(%)	L(FT)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	T(MIN)	TOTAL L(MI)	TOTAL T(MIN)	USE T(MIN)	LAG (HR)
N2	0.50	5.0	200	10.0	2900	3.0	16.1		7.0	0.0		10.0	0.0	26.1	0.59	12.1	26.1	0.26
N3	0.55	5.0	100	10.0	1700	3.0	9.4	900	7.0	2.1	3400	10.0	5.7	27.3	1.16	20.3	27.3	0.27
O1	0.35	10.0	100	10.0	2400	3.0	13.3	900	7.0	2.1		10.0	0.0	25.5	0.64	9.9	25.5	0.25
O2	0.55	5.0	100	10.0	900	3.0	5.0	4500	7.0	10.7		10.0	0.0	25.7	1.04	18.8	25.7	0.26
P1	0.55	4.0	100	10.0	2400	3.0	13.3		7.0	0.0	1800	10.0	3.0	26.3	0.81	16.9	26.3	0.26
P2	0.55	4.0	100	10.0	3300	3.0	18.3		7.0	0.0		10.0	0.0	28.3	0.64	14.1	28.3	0.28
P3	0.55	5.0	100	10.0	2300	3.0	12.8	2250	7.0	5.4		10.0	0.0	28.1	0.88	16.5	28.1	0.28
Q1	0.55	4.0	100	10.0	1700	3.0	9.4	600	7.0	1.4		10.0	0.0	20.9	0.45	10.8	20.9	0.21
Q2	0.50	4.0	200	10.0	2500	3.0	13.9	1800	7.0	4.3		10.0	0.0	28.2	0.85	17.5	28.2	0.28
Q3	0.70	4.0	200	10.0	3500	3.0	19.4		7.0	0.0		10.0	0.0	29.4	0.70	15.1	29.4	0.29
Q4	0.90	5.0	100	10.0	1600	3.0	8.9	1800	7.0	4.3	1200	10.0	2.0	25.2	0.89	16.6	25.2	0.25
Q5	0.50	10.0	200	10.0	2400	3.0	13.3		7.0	0.0	1000	10.0	1.7	25.0	0.68	10.4	25.0	0.25
Q6	0.90	4.0	100	10.0	800	3.0	4.4	3000	7.0	7.1	1200	10.0	2.0	23.6	0.97	19.3	23.6	0.24
Q7	0.55	6.0	100	10.0	1300	3.0	7.2	900	7.0	2.1	2400	10.0	4.0	23.4	0.89	15.5	23.4	0.23
Q8	0.90	4.0	100	10.0	1200	3.0	6.7	900	7.0	2.1	1800	10.0	3.0	21.8	0.76	16.0	21.8	0.22
R1	0.50	6.0	100	10.0	2400	3.0	13.3		7.0	0.0	1900	10.0	3.2	26.5	0.83	14.7	26.5	0.27
R2	0.50	6.0	200	10.0	2400	3.0	13.3	900	7.0	2.1		10.0	0.0	25.5	0.66	12.4	25.5	0.25
R3	0.70	6.0	100	10.0	1900	3.0	10.6	1500	7.0	3.6		10.0	0.0	24.1	0.66	12.4	24.1	0.24
R4	0.90	3.0	100	10.0	1900	3.0	10.6	2325	7.0	5.5	1300	10.0	2.2	28.3	1.07	23.3	28.3	0.28
R5	0.90	5.0	100	10.0	3400	3.0	18.9	900	7.0	2.1		10.0	0.0	31.0	0.83	15.8	31.0	0.31
R6	0.50	7.0	200	10.0	1800	3.0	10.0	5400	7.0	12.9		10.0	0.0	32.9	1.40	20.7	32.9	0.33
R7	0.50	6.0	200	10.0	3800	3.0	21.1		7.0	0.0	1800	10.0	3.0	34.1	1.10	18.2	34.1	0.34
S1	0.50	6.0	200	10.0	1200	3.0	6.7	900	7.0	2.1	600	10.0	1.0	19.8	0.55	10.7	19.8	0.20
S2	0.50	6.0	200	10.0	1300	3.0	7.2	2550	7.0	6.1	1300	10.0	2.2	25.5	1.01	17.1	25.5	0.25
S3	0.55	5.0	100	10.0	2100	3.0	11.7	1350	7.0	3.2		10.0	0.0	24.9	0.67	13.4	24.9	0.25
T1A	0.90	6.0	100	10.0	600	3.0	3.3	1200	7.0	2.9	2200	10.0	3.7	19.9	0.78	14.0	19.9	0.20
T1B	0.50	8.0	200	10.0	1500	3.0	8.3	1500	7.0	3.6	500	10.0	0.8	22.7	0.70	11.5	22.7	0.23
T2	0.90	4.0	100	10.0	600	3.0	3.3		7.0	0.0	4200	10.0	7.0	20.3	0.93	18.7	20.3	0.20
T3	0.55	6.0	100	10.0	1800	3.0	10.0		7.0	0.0	1200	10.0	2.0	22.0	0.59	11.3	22.0	0.22

COTTONWOOD CREEK DBPS - TABLE 12

SUBBASIN TIME OF CONCENTRATION DATA

DATE 18-May-92

SHEET 6 OF 6

BASIN	"C"	OVERLAND			STREET			PIPE			CHANNEL			ADDED TIMES	USING OVERALL Tc		ACTUAL Tc PICKED	
		S(%)	L(FT)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	L(FT)	V(FPS)	t(MIN)	T(MIN)	TOTAL L(MI)	TOTAL T(MIN)	USE T(MIN)	LAG (HR)
T4A	0.35	5.0	300	13.0	600	3.0	3.3		7.0	0.0	2400	10.0	7.0	23.3	0.63	12.7	23.3	0.23
T4B	0.35	5.0	300	13.0	600	3.0	3.3		7.0	0.0	2100	10.0	7.0	23.3	0.57	11.8	23.3	0.23
U4A	0.35	5.0	300	13.0	600	3.0	3.3		7.0	0.0	4800	10.0	8.0	24.3	1.08	19.3	24.3	0.24
U4B	0.35	5.0	300	13.0	600	3.0	3.3		7.0	0.0	4800	10.0	8.0	24.3	1.08	19.3	24.3	0.24
U1	0.50	4.0	200	10.0	1300	3.0	7.2	900	7.0	2.1		10.0	0.0	19.4	0.45	10.8	19.4	0.19
U2	0.90	5.0	100	10.0	3600	3.0	20.0		7.0	0.0		10.0	0.0	30.0	0.70	13.8	30.0	0.30
U3	0.50	4.0	200	10.0	600	3.0	3.3		7.0	0.0	2400	10.0	4.0	17.3	0.61	13.5	17.3	0.17
V1	0.50	10.0	200	10.0	2200	3.0	12.2	1800	7.0	4.3		10.0	0.0	26.5	0.80	11.7	26.5	0.27
V2	0.55	4.0	100	10.0	600	3.0	3.3		7.0	0.0	7200	10.0	12.0	25.3	1.50	27.0	27.0	0.27
W1	0.90	2.0	100	10.0	600	3.0	3.3		7.0	0.0	3600	10.0	6.0	19.3	0.81	22.1	22.1	0.22
W2	0.70	10.0	100	10.0	600	3.0	3.3	4500	7.0	10.7		10.0	0.0	24.0	0.98	13.8	24.0	0.24
W3	0.70	10.0	100	10.0	1300	3.0	7.2		7.0	0.0	1500	10.0	2.5	19.7	0.55	8.8	19.7	0.20
X1A	0.30	3.0	200	15.0	600	3.0	3.3		7.0	0.0	2000	10.0	3.3	21.7	0.53	13.6	21.7	0.22
X1B	0.30	3.0	500	23.0	600	3.0	3.3		7.0	0.0	3000	10.0	5.0	31.3	0.78	18.2	31.3	0.31
X2	0.90	4.0	100	10.0	2400	3.0	13.3	1350	7.0	3.2		10.0	0.0	26.5	0.73	15.5	26.5	0.27
X3	0.90	4.0	100	10.0	1300	3.0	7.2		7.0	0.0	2800	10.0	4.7	21.9	0.80	16.6	21.9	0.22
X4	0.90	4.0	100	10.0	600	3.0	3.3		7.0	0.0	4800	10.0	8.0	21.3	1.04	20.5	21.3	0.21
X5	0.90	4.0	100	10.0	600	3.0	3.3		7.0	0.0	4800	10.0	8.0	21.3	1.04	20.5	21.3	0.21
Y1	0.50	2.0	200	12.0	600	3.0	3.3		7.0	0.0	3200	10.0	5.3	20.7	0.76	20.9	20.9	0.21
Y2	0.50	10.0	200	10.0	1800	3.0	10.0	1950	7.0	4.6		10.0	0.0	24.6	0.75	11.1	24.6	0.25